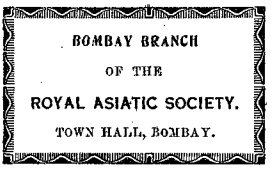
Report by the Railway Board
on
Indian Railways
for
1926-27 & 1927-28
(Vols. I & II)

00134514



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(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Vol. I—Report, Rs. 4-2-0 or 7*s*. Volume II, Rs. 4-6-0 or 7*s*. 3*d*.

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. 1.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket Edition of the schedule of dimensions to be observed on 5′ 6″ and 3′ $3\frac{3}{8}$″ and 2′ 6″ gauge railways in India, 1922, Rs. 1-8-0 for the 5′ 6″ and 3′ $3\frac{3}{8}$″ gauge edition and Re. 1-0-0 for the 2′ 6″ gauge edition.

(6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2*s*.

(7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2*s*. 2*d*.

TECHNICAL PAPERS.

(8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

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A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below:—

Technical paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges .	(Compiled.)
,, 153	River training and control on the guide bank system	F. J. E. SPRING.
,, 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,, 219	Technical education in relation to railways in America	H. L. COLE.
,, 239	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,, 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,, 243	How to judge the prospects of new railways .	LT.-COL. L. E. HOPKINS.
,, 244	Sleeper Spacing and the Effect of the New Permissible Axle-loads	A. F. HARVEY.
,, 245	Report of the Indian Railway Bridge Committee on Track Stresses.	
,, 247	1st and 2nd Interim Reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge Rules.	
,, 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
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,, 252	Description of the Planning, Progress, Coaling and Engine Repair Schedule system, introduced on the G. I. P. Ry. Loco Shops at Parel	F. G. S. MARTIN.
,, 256	Notes on the preparation of railway projects	H. L. GLASS.
,, 259	The estimation of Passenger Earnings on New Projects	A. LINES.

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

134514

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1926-27

Volume I

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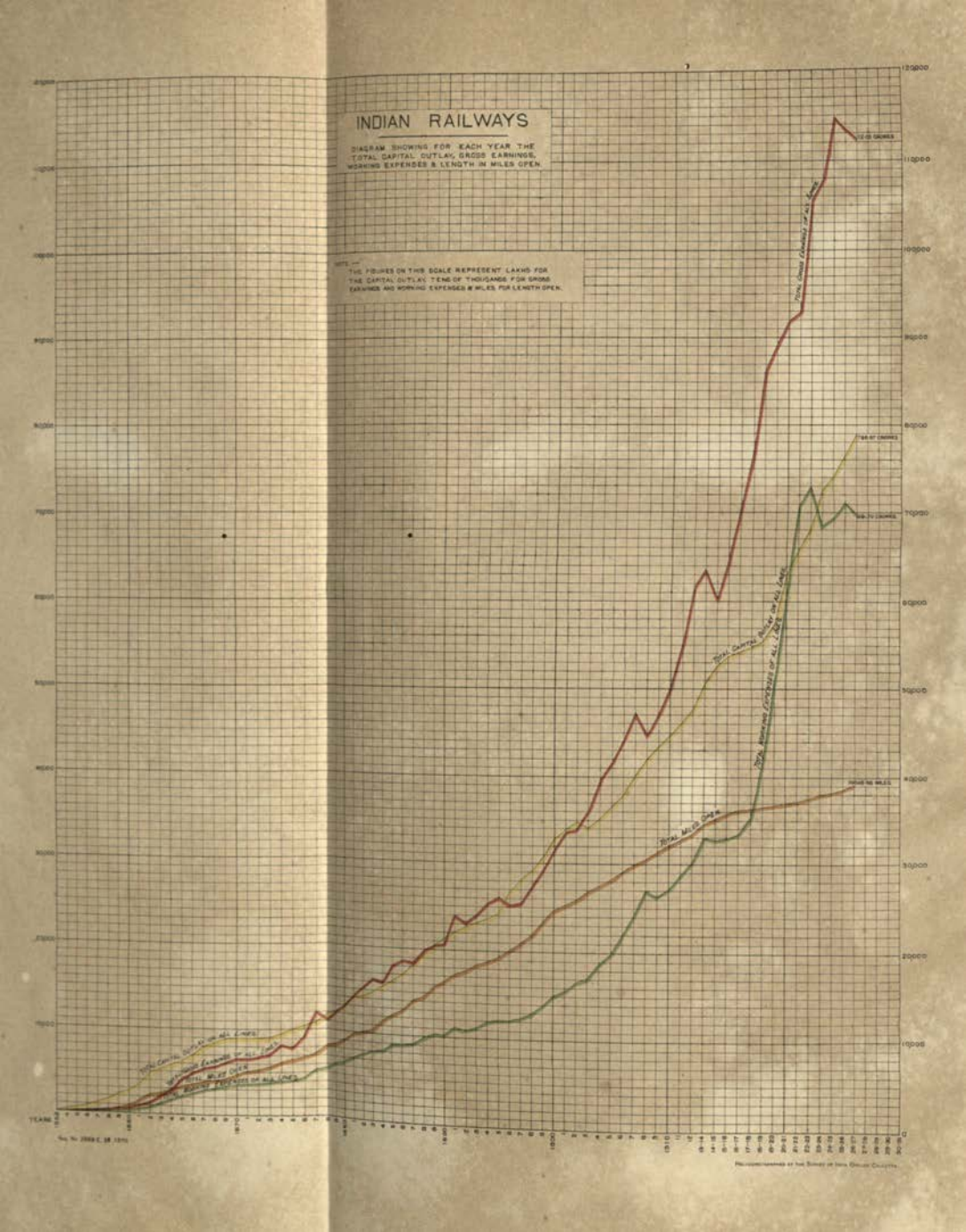

INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE.
THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS AND WORKING EXPENSES & MILES FOR LENGTH OPEN.
TOTAL GROSS EARNINGS OF ALL LINES.
TOTAL CAPITAL OUTLAY OF ALL LINES.
TOTAL WORKING EXPENSES OF ALL LINES.
TOTAL MILES OPEN.
YEARS.

CHAPTER I.

GENERAL ADMINISTRATION.

1. General Review.—This report deals with Indian Railways in the financial year 1926-27. After the somewhat defective monsoon of the previous year the prospects of traffic for this year did not justify the expectation of any large increase in earnings. During the early months receipts were such as to indicate that there would be occasion for drawing on the Reserve in order to fulfill the obligation to pay the annual contribution to Central Revenues under the convention governing the separation of railway finance from the general finances of the country. The monsoon of 1926, however, although late in becoming effective gave widely distributed rain, and better conditions prevailed than in the previous year. In some parts of the country, notably in Burma and on the East Coast of India, excessive rain was experienced, which caused serious interruptions to traffic. There was, however, a revival of movement in most commodities and in passenger traffic in the last months of the year, and this revival together with a reduction in working expenses enabled the railways to meet their obligations and also to add a substantial sum to the reserve.

2. Amongst the principal crops on which railway traffic largely depends there was a serious falling off in the cotton crop, a marked increase in the jute crop, and a further advance in tea production. The output of wheat and other crops remained much the same as in the previous year. There was, however, a definite increase in the traffic of the year as compared with the previous year of which as a rough measure may be instanced the facts that the total number of tons of goods moved on all railways increased from 79·8 millions to 85·8 millions and the number of passengers from 599 millions to 604 millions.

3. An important phase in the work of construction of additional mileage was reached during the year when for the first time it became possible to put before the Legislature the survey and construction proposals of the larger railway administrations as a connected programme for a period of five years. The programme as now formulated provides during the five years ending in March 1932 for the addition of over 7,000 miles to the railway system of India with about 4,000 miles under construction at the end of the period. The fulfilment of this programme is subject to the various projects as they are examined in detail showing on the estimates a probability of adequate financial return and subject also to the possibility of the provision of the necessary funds by the Legislature. The programme will come up for revision each year, and the procedure adopted provides for consultation with the Local Governments in this revision.

4. The formulation of this programme has been greatly facilitated by certain decisions of the Railway Board regarding the standard of construction to be adopted in varying circumstances, and the settlement of these standards has been made possible by the technical work done in the past few years by the Standing Committees for Standardisation of locomotives, rolling-stock, bridges and track under the direction of the Railway Board. The work of these committees has also been of great importance in deciding on improvements of equipment on existing lines in order to meet increasing traffic and to reduce working costs. Perhaps the outstanding event during the year in this connection has been the formulation and issue of new rules for the design of bridges with important changes in the method of calculations for moving loads.

5. The total additions to mileage during the year were 421, and several important new lines were commenced including the Kangra Valley Railway,

a ceremony in connection with which was attended by His Excellency the Governor of the Punjab on 3rd May 1926. The opening by His Excellency the Governor of Bengal on 1st October 1926 of the broad gauge connection between Parbatipore and Siliguri after conversion from metre gauge effected a considerable improvement in the rail connection between Calcutta and Darjeeling, which has long been desired by the public.

6. Amongst other matters of interest connected with the administration of the railways during the year was the publication of the report of Sir Vincent Raven's Committee on the State Railway Workshops and the commencement of an investigation into the whole subject of Railway Accounts by Sir Arthur Dickinson. A Railway Clearing Accounts Office for the State-managed Railways was constituted in December, following the successful experiment referred to in last year's report. The Railway Rates Advisory Committee commenced its work under the Presidency of Sir Narsinha Sarma in April and dealt with several complaints during the year.

7. Railways and the Legislature.—The attention paid by members of the Council of State and Legislative Assembly to details of working of railways has continued and is shown by the high proportion of questions on railway subjects. Out of 2,805 questions asked during the year 825 or 29 per cent. dealt with railway matters. Among matters in which members took the greatest interest may be mentioned Indianisation, the recruitment and training of staff, amenities for 3rd class passengers, reduction of rates and fares, grievances of railway employes, stores indents and purchases. In addition the following resolutions or adjournment motions were moved in connection with railway subjects :—

On 24th August 1926 a resolution was moved in the Legislative Assembly regarding the retention in its present site of Rameswaram Station on the South Indian Railway. This resolution was negatived by one vote, but as a result of further investigation the South Indian Railway have been able to put forward an alternative plan which will go a long way towards removing the inconvenience complained of in connection with the change of site.

On 9th February 1927 a resolution was moved in the Council of State recommending that 3rd class fares should be reduced by at least 33 per cent. This resolution was negatived.

On 14th February 1927 a resolution was moved in the Council of State recommending that intermediate class accommodation should be provided in all passenger and mail trains of the South Indian Railway and that the same inter class fare as that charged by the Madras and Southern Mahratta Railway, namely, 5 pies per mile should be charged by the South Indian Railway. The resolution was negatived.

On 18th February 1927 the adjournment of the Legislative Assembly was moved to consider the serious situation that had arisen in Kharagpur and other places on the Bengal-Nagpur Railway on account of the railway strike. Leave was granted and the motion was talked out.

On 3rd March 1927 a resolution was moved in the Council of State recommending that between Madras and Arkonam on the Madras and Southern Mahratta Railway there should be a railway station every two miles and that new stations should be opened in places where this distance was exceeded. The resolution was negatived.

On 7th March 1927 a resolution was moved in the Council of State recommending the early construction of a new line between Mangalore and the nearest point in British Indian Territory to Marmagoa and that necessary provision be made in the budget for conducting the preliminary investigations for this project. This resolution was withdrawn.

Assam Bengal Railway.

Chittagong Port.

1. GOVT. SALT GOLAKS.
2. BURMA OIL COY.'S PREMISES.
3. RAILWAY JETTY NO. 3.
4. STORAGE SHED A.
5. RAILWAY INSTITUTE.
6. RAILWAY JETTY NO. 2.
7. RAILWAY JETTY NO. 1.
8. RAILWAY JETTY NO. 4.
9. STORAGE SHED B.
10. STORAGE SHED C.
11. TURNER M. & CO.'S PREMISES.
12. GINNING FACTORY.
13. STRAND ROAD SORTING SIDING.
14. JETTY TALAO.
15. PORT STATION.

8. Railway Budget.—As in the two preceding years the railway budget was introduced separately, and preceded the general budget. It was presented to both houses of the legislature on the 18th February 1927 after having been discussed previously in detail with the Standing Finance Committee for Railways in meetings held at the end of January and beginning of February. The budget was discussed generally in the Council of State on the 21st February and in the Legislative Assembly on the day following. Demands for grants were discussed and passed by the Assembly during the four days February 23rd to 26th.

During the general discussion of the budget it appeared that it was considered on the whole satisfactory though open to criticism in many points. Part of the criticism was directed against the anticipations of the Financial Commissioner of the results of adopting the 16*d*. ratio for the rupee instead of the 18*d*. Among other points taken up were the report of the State Railways Workshop Committee, the inadequacy of the salaries of lower officials and the desirability of reviewing the convention by which railway finances were separated from general finances.

Over 20 motions for reduction were actually made during the motions for demands for grants, but only three were carried. Three more were pressed to a division, but lost. Of the motions for reduction which were carried the most important was that which reduced the demand for the Railway Board to Rs. 100. This motion was in substitution of an original motion for omitting the whole grant about which there was some doubt as to whether it was in order. Among the reasons given for what was practically a vote of censure on the Railway Board were their alleged negligence of the tax-payers' interests in the purchase of wagons, the low wages given to railway employees, and the failure of Government to appoint Indians on the Railway Board. This reduction was later restored by the Governor-General in Council. The two other reductions made by the Assembly were for a nominal amount of Re. 1 each, and were intended to criticise the policy of the Government with regard to purchase of stores and the non-acceptance of the resolution of the Assembly recommending an enquiry into the grievances of railway employees.

9. Standing Finance Committee for Railways.—The Standing Finance Committee for Railways elected by the last Legislative Assembly in September 1924, continued to function during the year till the Assembly was dissolved in September 1926 when the Committee automatically went out of existence. On the constitution of the new Legislative Assembly in January 1927, a new Standing Finance Committee for Railways was elected on January 25th, 1927.

The first Committee held meetings on the 14th and 15th June and 13th August 1926. At these meetings they examined and approved proposals for the creation of additional posts in the Superior Establishment of railways, the construction of several new lines, the estimate for the provision of improved railway facilities at Cawnpore, the establishment of a separate audit and accounts office for the railway collieries, the permanent retention of the appointment of Director of Finance, Railway Board, and the policy to be adopted in the provision of quarters for railway staff. They also discussed the railways' programmes for the purchase of rolling-stock. The Committee elected by the new Legislative Assembly met on the 27th and 28th January, 2nd and 4th February and 9th and 26th March 1927. At these meetings the Committee examined the estimates of receipts and expenditure and the demands for grants for railways for 1927-28 and the supplementary demands for 1926-27 before these were placed before the Legislative Assembly, and considered and approved of proposals for the construction of a broad gauge bridge over the Indus at Kalabagh and of the Khushab Chak Jumra Broad Gauge Chord Railway and the formation of a training school at Lyallpur for the subordinate staff of the North Western Railway.

10. Central Advisory Council for Railways.—The Central Advisory Council for Railways held a meeting on 17th August 1926 during the Simla

session of the Legislative Assembly. At the meeting the formation of a Railway Staff College was unanimously approved and by a majority the Council further approved of Dehra Dun as its location. A proposal to associate Assessors with District Magistrates in accident enquiries was discussed and in view of the legal and other difficulties it was decided by a majority of votes not to pursue the matter further. The third subject discussed was a suggestion for the drafting of a Bill to make travelling without tickets a cognisable offence. In view of the special efforts being made on the East Indian Railway the Council considered it advisable to defer consideration of legislation till the results achieved by the adoption of a new system known as the crew system of ticket checking were known.

11. Local Advisory Committees.—With the formation of a Committee on the Bengal-Nagpur Railway all State-owned Railways now possess Local Advisory Committees. A Committee has also been formed on His Exalted Highness the Nizam's Guaranteed State Railway.

The following statement shows the number of meetings held during 1926-27:—

Railway.	No. of meetings held during 1926-27.
Assam-Bengal	3
Bengal and North Western	2 Gorakhpur. 3 Muzaffarpur.
Bengal-Nagpur	5
Bombay, Baroda and Central India	11
Burma	4
Eastern Bengal	7
East Indian	10 Calcutta. 3 Cawnpore. 3 Lucknow.
Great Indian Peninsula	11 Bombay. 4 Nagpur.
Madras and Southern Mahratta	6
North Western	11 Lahore. 4 Karachi.
Rohilkund and Kumaon	1
South Indian	4

The subjects discussed at meetings of these Committees were many and varied indicating the increasing value attached by the public to this scheme for bringing Railway Administrations into closer touch with their clients. Of the many subjects discussed the following may be mentioned as typical:—

Overcrowding in trains.

Alterations in time tables.

Arrangement for the provision of refreshment and drinking water for passengers.

Remodelling and improvements to stations.

Facilities for 3rd class passengers.

Reduction in fares.

Concessions in fares.

Rates for goods traffic.

Opening of new stations.

Construction of branch and feeder lines.

Electrification schemes.

Design of railway carriages.

Sanitary arrangements in lavatories of 3rd class carriages.

Settlement of claims.

Passengers travelling without tickets.

12. Rates Advisory Committee.—In their terms of reference the Acworth Committee were directed to report *inter alia* " whether the present system of control by Government of rates and fares and the machinery for deciding disputes between railways and traders are desirable." The Committee recommended the establishment of a Rates Tribunal to adjudicate upon disputes between railways and the public in the matter of rates and fares levied by the former. After careful consideration it was decided, with the sanction of the Secretary of State, to set up a Rates Advisory Committee consisting of a President, one Member representative of Commercial interests and one Member representative of Railway interests. The Committee were accordingly appointed with effect from the 1st April 1926 to investigate and make recommendations to Government on the following subjects:—

(1) Complaints of undue preference (Section 42 (2) of the Indian Railways Act, 1890).

(2) Complaints that rates are unreasonable in themselves.

(3) Complaints or disputes in respect of terminals (Section 46 of the Railways Act).

(4) The reasonableness or otherwise of any conditions as to the packing of articles specially liable to damage in transit or liable to cause damage to other merchandise.

(5) Complaints in respect of conditions as to packing attached to a rate.

(6) Complaints that Railway Companies do not fulfil their obligations to provide reasonable facilities under Section 42 (3) of the Indian Railways Act.

Sir Narsinha Sarma, lately Law Member of the Executive Council of the Governor General, agreed to serve on the Committee as President and Mr. S. D. Manson, Director of Traffic with the Railway Board, was appointed as a Member to represent railway interests. As regards the Commercial representative it was decided to select one for individual investigations from a panel consisting of members nominated by the various Chambers of Commerce and Trades Associations.

It was first laid down that applications for a reference to the Committee should be addressed to the Agent of the Railway concerned with a deposit of Rs. 100 and that within 3 months of the receipt of such application the Agent of the Railway should prepare a statement of the case and submit it with his observations thereon to the Secretary to the Railway Board. In the light of the experience gained and upon the recommendation of the Rates Advisory Committee the Government of India reviewed the above procedure and decided that in future applications should be submitted direct to the Government of India, Railway Department, copies being forwarded to the Agent of the Railway concerned, that the deposit of Rs. 100 be reduced to Rs. 10 and that the period of 3 months allowed to the Agents of Railways for the submission of the statement of their case be curtailed to 2 months. The revised procedure was introduced with effect from the 24th January 1927.

Complaints made for submission to the Committee were slow in coming in, but by the end of March 1927, 15 cases had been submitted, out of which six had been referred to the Committee. On one of them their recommendations were received by the Government of India before the close of the year.

13. Meetings with Agents and visits to Local Governments and Railways.—General meetings with the Agents of the principal railways were held by the Railway Board in October 1926 at Simla and in March 1927 at Delhi for the purpose of discussing important subjects. Individual visits were also paid to the Board during the year by several Agents. In addition 42 visits were paid by the Chief Commissioner, Financial Commissioner or a Member of the Board to headquarters of railway administrations and 9 to Local Governments. The tours of the Chief Commissioner, Financial Commissioner and Members are notified beforehand in the public press as well as to Local Governments, Chambers of Commerce and other public

bodies. In this way opportunities are given for formal and informal discussions of railway matters and the Railway Board are able to keep in close touch with Local Governments and the public.

14. Medical and Sanitary Arrangements on Indian Railways.—It was mentioned in last year's report that Colonel Needham's report on the medical and sanitary arrangements on the North-Western Railway had been received and was under consideration of the Railway Board. The sanction of the Secretary of State to the scheme has been obtained and it will shortly be put into operation. The question of introducing similar arrangements on the Eastern Bengal Railway and Oudh and Rohilkhand Section of the East Indian Railway is under consideration.

The Standing Advisory Committee of Medical Officers have submitted reports on the following subjects which were referred to them:—

(1) The adoption of uniform procedure in connection with Standards of Vision, Eye sight testing, etc., for different classes of staff,

(2) The standards of Physical fitness required in officers and subordinates,

(3) Procedure for giving sick and fit certificates,

(4) Standardisation of accident equipment of all kinds,

(5) Organisation for "First Aid" Ambulance Training and certification,

(6) Organised medical inspection for big melas

and the reports are under the consideration of the Railway Board.

It may also be mentioned that the Railway Board have now introduced regular monthly statistics showing the incidence of sickness among subordinate staff on Class I Railways as compared with the corresponding month of the previous year. These statistics are printed and circulated to Railway Administrations.

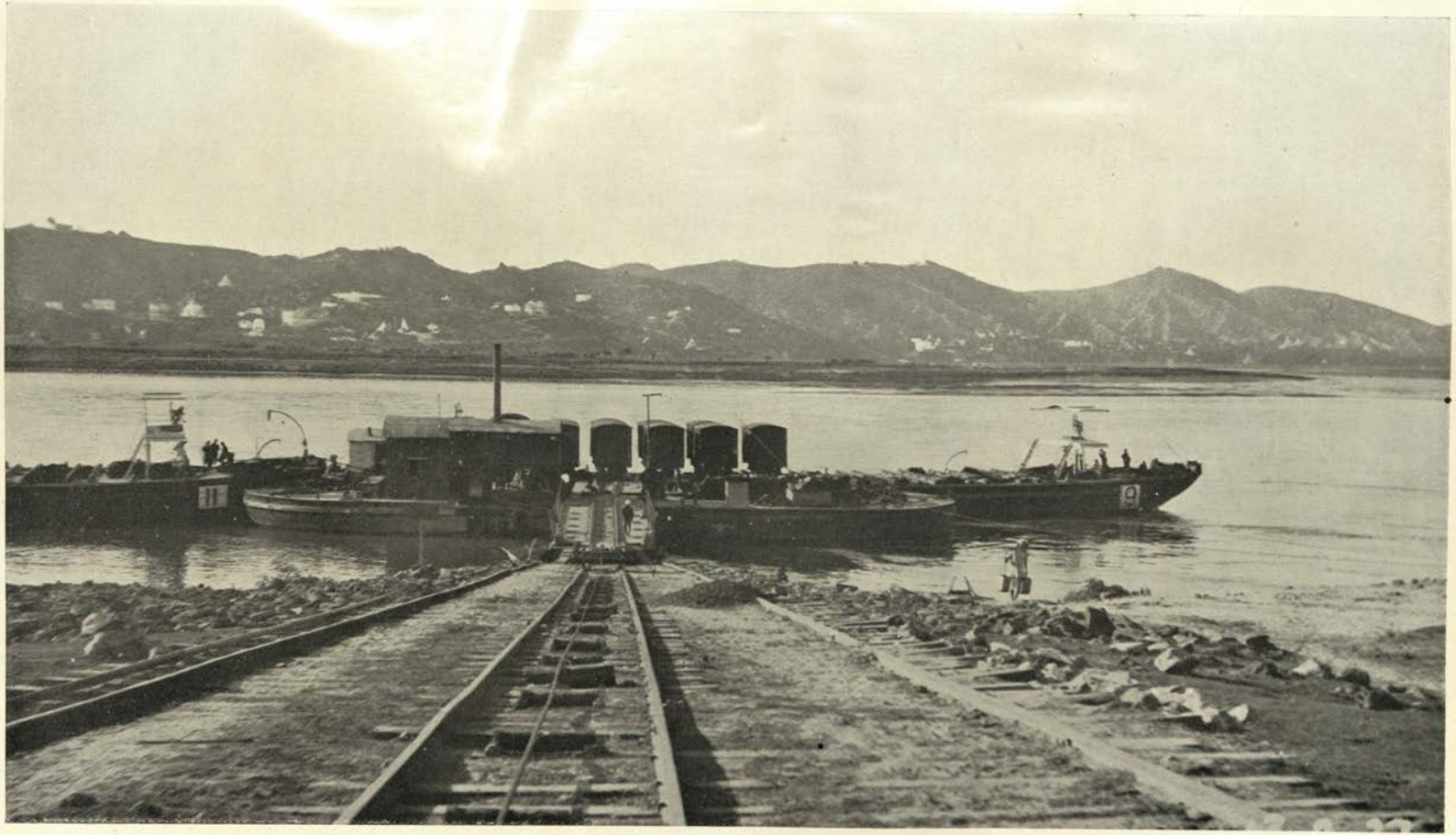
15. Clearing Accounts Office.—On the results of an experiment carried out in 1925 on the North-Western Railway with the object of demonstrating that grouped divisions of traffic could be effected on the basis of ton mileage carried on each railway under particular commodities at particular rates the Railway Board decided that a thorough investigation should be made of the possibilities of establishing a Central Office for the apportionment of through traffic between railways on grouped divisions of such traffic. And for this purpose an officer was placed on special duty early in December 1925, who in the course of his investigations, discovered a new method of much greater simplicity for apportioning the traffic.

The new method utilises the Hollerith or Powers Machines to apportion the earnings among railways. The detailed procedure is too technical and complicated to be described here.

The working of the new method has been fully examined and Government are convinced that the establishment of a Central Office for the check and apportionment of traffic under the revised method will make for increased efficiency and economy.

A demonstration of the working of the machines was witnessed by Members of the Standing Finance Committee for Railways in June 1926 who expressed themselves satisfied with the working of the machines.

The Clearing Accounts Office will undertake the internal check of the returns from stations of State-worked railways in respect of all through traffic of such railways. It will, in addition, undertake the apportionment of all traffic interchanged between State-worked Railways. This apportionment will be done under the revised method. It will also be responsible for the apportionment of all traffic interchanged with the Company-worked Railways, which, under the existing procedure, the State-worked Railways are responsible to clear. All such work will, for the present, be performed under existing methods in order that the Company-worked Railways may



SAGAING FERRY.

receive the same returns as they do at present. From enquiries that have been made it is hoped, however, that some at least of the Companies will desire to receive returns in the modified forms with the traffic apportioned under the new method.

As a matter of convenience the Clearing Accounts Office has been entrusted with all work relating to the check and apportionment of traffic on State-worked Railways which is paid for by Government Departments and the recovery of all dues from such Departments.

The question of extending the functions of the Clearing Accounts Office to include the preparation of certain classes of statistics and the adjustments of certain classes of expenditure is also under consideration.

The present cost of the work transferred to the Clearing Accounts Office compared with the cost of performing the same work in the latter office shows that a substantial saving in expenditure will be secured immediately. As Company-worked railways agree to accept the application of the new method of apportionment of traffic, the saving will increase.

In view of the probability that the Clearing Accounts Office will eventually undertake work not entirely of an accounts nature, the new office has been placed under the administrative control of the Financial Commissioner, Railways. In this respect its constitution will be similar to that of the Accounts Department of the East Indian Railway. These arrangements are in the nature of an experiment subject to a final decision on the general question of the desirability of separating Accounts from Audit on Indian Railways. A temporary audit office has been constituted in order to conduct, on behalf of the Auditor-General, an audit of the work performed in the Clearing Accounts Office.

The new offices, *viz.*, the Clearing Office and the Statutory Audit Office attached thereto were opened on the 18th December 1926.

16. Investigation into the present form of Railway Accounts.—In paragraph 131 of their report the Acworth Committee proposed that the present form of railway accounts should be examined and reported on by experienced railway accountants conversant with modern practice in England and America, and this recommendation was supported on more than one occasion by the Standing Finance Committee for Railways. The Government of India, after consultation with the Auditor-General, accepted this recommendation and arrangements were accordingly made, with Messrs. Price Waterhouse and Company for the engagement of Sir Arthur Lowes Dickinson, lately a senior partner of the firm, with two assistants of the firm, experienced in English and American methods of railway accounting to help him to investigate the whole system of railway accounting and to make proposals for its revision. Sir Arthur Dickinson and his assistants arrived in India in November 1926 and commenced their examination of the procedure on Indian Railways, in accordance with the following terms of reference :—

1. To examine and report fully on the system of accounting and audit, in respect to all classes of both Capital and Revenue receipts and expenditure, in force on the State-worked Railways and to make recommendations for revised and improved methods (*a*) with the aim of a better presentation of the commercial results, (*b*) for earlier preparation of the accounts and (*c*) for their compilation in their various details in forms that will best assist the executive and administration to secure efficiency and economy in working.
2. To examine and report particularly on the system in force on State-worked Railways in the following matters and to make recommendations thereon :—
   (*a*) the system of accounting in the Workshops and the preparation of cost accounts;
   (*b*) the system of accounting for the expenditure and out-turn of railway collieries;

(*c*) the system of stores accounts;

(*i*) the recommendations should contain proposals for a system of cost accounts for Workshops with special reference—

(1) to assisting the administration to exercise proper control over unit and aggregate costs and effecting economies in all operations of the shops;

(2) to devising a method for determining the proper cost of articles manufactured in the shops;

(*ii*) the recommendations in regard to colliery accounts should contain detailed proposals for the pricing of the output of the collieries.

(*iii*) the recommendations in relation to stores accounts should deal *inter alia* with (*a*) the pricing of the balances held in stock, (*b*) the issue price of stores.

3. (*a*) To consider and report on the feasibility of the preparation of a proper Annual Balance Sheet and Profit and Loss Accounts for individual railways; for separate organisations, such as collieries; and for the whole of the receipts and expenditure of the Government of India relating to Railways;

(*b*) to advise as to the forms to be adopted for the Balance Sheets and Profit and Loss Accounts if the preparation of such is recommended.

4. To consider and report on the form of the various accounts rendered by Railway Administrations to the Accountant-General, Railways, and to make recommendations thereon.

5. To consider and report on the experimental system in force on the East Indian Railway of the separation of accounts from audit and to make recommendations thereon.

6. To examine and report on the methods now in process of adoption for the establishment of a Railway Clearing House, and to make recommendations thereon.

7. To examine and report on the methods in force for the preparation of statistics; to suggest improvements therein, where possible; to examine the statistics now prepared with a view to eliminating any that may be superfluous, or to suggesting additions of value; having regard to the purposes for which alone statistics are required, *viz.*:—

(*i*) to assist the administrative and executive officers in the efficient management and operation of the railways;

(*ii*) to enable the Railway Board to watch and control the management and operation of the railways in the direction of efficiency and economy;

(*iii*) to furnish the Government of India and the Auditor-General, with such information and returns as are required by them.

8. To examine and report on the advisability of the more extended employment of machines in the Accounts, Audit and Statistical offices of railways and to make recommendations thereon.

9. To report upon any other matters arising out of the investigations and pertinent to the above specific terms of reference.

Sir Arthur Dickinson completed his investigations in India and returned to England to compile his report in March 1927.

17. Abolition of the Standing Committee of Chief Engineers.—Mention was made in last year's report of the constitution of a Standing Committee of Chief Engineers of Class I Railways, and of Sub-Committees,

functioning under it, to deal in detail with subjects in connection with (1) permanent-way, (2) bridge-work and (3) signalling and interlocking, respectively. Early in 1926, however, the Indian Railway Conference Association decided to carry out a scheme of reorganisation which included the formation of Engineering and Mechanical Engineering Sections, with an Advisory Committee in each Section to assist the Association in dealing with technical matters. This scheme the Railway Board heartily endorsed, as foreshadowing a more intensive and useful study of the technical problems of Indian Railways, and in June 1926 the Board dissolved the Standing Committee of Chief Engineers, as they considered that most of the functions entrusted to that Committee could be usefully and effectively carried on by the Engineering Section of the Indian Railway Conference Association.

18. Standardization Committees.—The Railway Board decided, however, to retain under their direct control the Sub-Committees previously functioning under the Standing Committee of Chief Engineers. These Committees are now designated the Track Standards Committee, the Bridge Standards Committee and the Signal and Interlocking Standards Committee, respectively, the last named having been constituted early in July 1926. A brief record of their activities, during the year under review, is given below.

19. Railway Board's Policy of Standardisation.—The Railway Board's declared policy aims at establishing and maintaining standard designs and specifications for all technical equipment on Indian Railways. These standards are adopted on the State-managed Railways, and in certain cases are prescribed for the Company-managed Railways also. In cases where they are not made obligatory, it is expected that Company-managed Railways will find it commercially advisable to use them, in view of the facility and economy in manufacture which result from the adoption of standard designs. The policy, which has been adopted, is that of progressive standardization as a continuous process; and the dangers of stereotyping and stagnation are guarded against by the constitution of the above-mentioned permanent Standing Committees for each branch of railway equipment. These Committees, as already stated, work under the direct control of the Railway Board, who arrange for the continuity of their work and for the necessary measure of co-ordination between the work of the various Committees. The personnel of the Committees is selected by the Railway Board from time to time, and meetings are convened at headquarters for varying periods whenever any subject connected with standardization has to be investigated. Standard designs and specifications are submitted to the Railway Board and, if approved by them, are issued with their authority; suggestions for modifications and improvements in standards, arising out of experience in their use, are dealt with by the appropriate Committee in each case and subsequently embodied in the Standards, if accepted by the Railway Board on the advice of the Committee.

20. Track Standards Committee.—As mentioned in last year's report, the Track Standards Committee entered on its second session in February 1926, and continued to sit till the middle of May 1926. The most important questions dealt with at this session were the preparation of standard designs of (1) points and crossings and (2) cast iron and steel sleepers, for 5′ 6″ gauge railways. The Committee's recommendations as regards points and crossings have been accepted provisionally, but before the designs are adopted as standard, it is considered necessary to try them under actual traffic conditions. Arrangements have accordingly been made for the manufacture of a certain number of trial sets for this purpose.

The Committee's designs for cast iron and steel sleepers are still under consideration.

At their third session, which lasted from the 14th February to the 12th March 1927, the Committee dealt with the standardization of metre gauge points and crossings, and the preparation of standard specifications for cast iron plates, tie-bars, gibs and cottars for sleepers, as well as with other track questions. The Committee's recommendations are under consideration.

21. Bridge Standards Committee.—Reference was made in last year's report to the recommendations made by the Bridge Standards Committee, as the result of their 1925 session, regarding the revision of the general formula for " impact " in the case of girder bridges on 5′ 6″ gauge railways, and regarding the revision of the old Bridge Rules. After considering the Committee's recommendations and the opinions and criticisms of Railway Administrations, Senior Government Inspectors, the Consulting Engineers to the Secretary of State and the High Commissioner for India, the Railway Board have issued the Revised Bridge Rules of 1926 governing the design of, and the loads permissible on broad gauge railway bridges. The most important alteration, which it has been found possible to make in the old rules, is that as the result of prolonged experiments and careful analysis of results the allowance to be made for the impact effect of a moving load running over a girder at high speed has been appreciably reduced in the case of 5′ 6″ gauge railways. The effect of this has been that many existing girders, which would have required renewal under the old rules, can be kept in use; that some existing girders, over which the speed of trains has been restricted in the past, will be permitted to take the same train-loads without restriction of speed in future; and that in other cases greater loads, than were permissible under the old rules, will be permitted to run at unrestricted speed over the existing girders. Moreover, all new girders will be lighter, and therefore cheaper, than would have been necessary if this change had not been found possible.

It is not possible to assess the value of this advance in the study of the subject of bridge stresses and bridge design but it is certain that while safety is amply provided for under the new formula, there will be great economies both in new construction and also in the renewal programme on existing lines.

The Bridge Standards Committee carried out experiments during the year on metre gauge railways in India, and considered the results of these experiments at their session in March 1927. They have submitted their recommendations on the impact formula to be adopted for metre gauge girders, but have suggested that further tests should be carried out for the purpose of confirming the conclusions arrived at from the results of the preliminary tests. This suggestion has been accepted and certain metre gauge railways have been asked to carry out the necessary tests.

Another important work of the Bridge Standards Committee deserves mention. In February 1927 this Committee, with the assistance of the Indian Stores Department, made a tour of inspection of the workshops of the more important bridge girder building firms in Bombay and Calcutta, and submitted a detailed report on the manufacturing capabilities of each of the workshops visited. This report has been circulated to all Railway Administrations, who thus have valuable information as regards bridge building facilities in India. It is of value to record that great improvements have been made in the last few years in the standard of workmanship in Bridge building workshops in India.

22. Signalling and Interlocking Standards Committee.—The Signalling and Interlocking Standards Committee was constituted in July 1926, and held its first session in September of the same year. The most important subjects dealt with were the revision of the existing rules for the design and inspection of signalling and interlocking, the framing of rules for electrically-operated and power-operated points, and the framing of rules and regulations for the installation, maintenance and working of single line and double line block instruments. The Committee's recommendations, with regard to rules for block instruments, have been accepted and suitable rules have been drafted for issue to Railway Administrations. Their recommendations, regarding the revised rules for signalling and interlocking and the proposed new rules for power-operated points, are under consideration and it is hoped to issue these rules also in the near future. In addition to these matters, the Committee have taken in hand the standardization of signal equipment and fittings on Indian Railways, and are continuing in this connection the work that has been done in the past by a similar Committee of the Indian

Railway Conference Association. The Committee held a second session in February 1927, and the most important subjects then dealt with were the framing of suitable rules for the isolation of through running lines at stations, and the standardization of systems of signalling and interlocking for stations of all classes. As a result of the Committee's recommendations, the Railway Board have arranged to issue, in the near future, definite rules governing the isolation of running lines at stations. The Committee's recommendations regarding standardization of systems of signalling and interlocking are still under consideration.

CHAPTER II.

FINANCIAL RESULTS OF THE YEAR'S WORKING.

23. The principal results of the working of railways are summarised in the table below :—

—		Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage open for traffic.	1925-26	34,696	3,883	38,579
	1926-27	**35,132**	**3,917**	**39,049**
(*ii*) Number of passengers originating.	1925-26	564,708,000	*34,436,800	*599,144,800
	1926-27	**570,726,100**	**33,645,700**	**604,371,800**
(*iii*) Number of passenger miles.	1925-26	19,512,534,000	*819,218,000	* 20,331,752,000
	1926-27	**19,603,413,000**	**762,837,000**	**20,366,250,000**
(*iv*) Tons originating	1925-26	76,416,000	*3,443,000	*79,859,000
	1926-27	**82,080,000**	**3,753,000**	**85,833,000**
(*v*) Number of ton miles.	1925-26	19,661,723,000	238,295,000	19,900,018,000
	1926-27	**20,103,214,000**	**271,465,000**	**20,374,679,000**

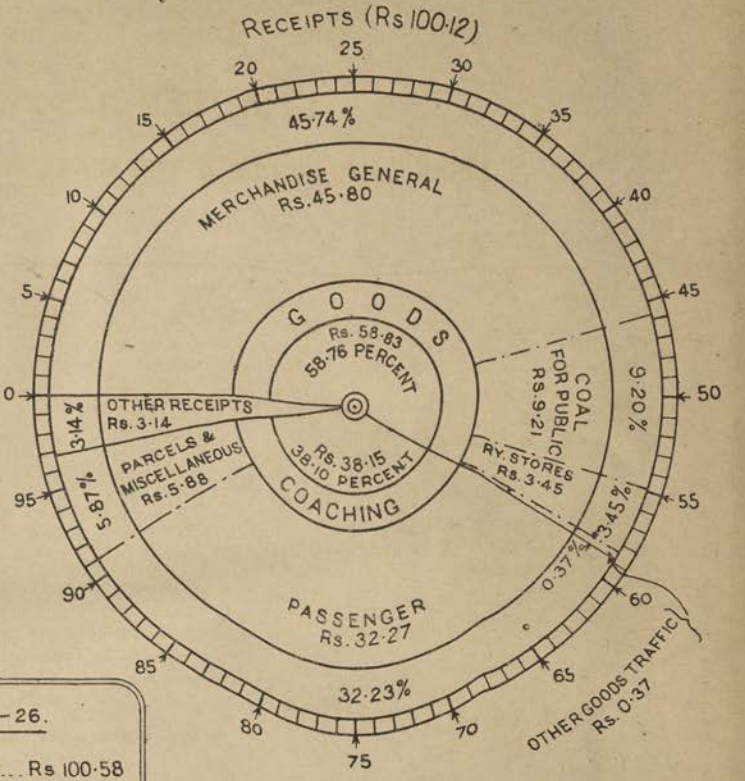
* Revised figures.

24. Trade Review.—The monsoon of 1926 was marked by weakness in the month of June but it showed a greater activity than usual in the succeeding 3 months. Averaged over the plains of India, the monsoon rain was in excess by 7 per cent. During the retreating period, the rainfall was generally in large defect except in Burma and in the Eastern part of Central India where it was excessive. Thus the season did not, on the whole, turn out to be as favourable as seemed likely at the earlier stage.

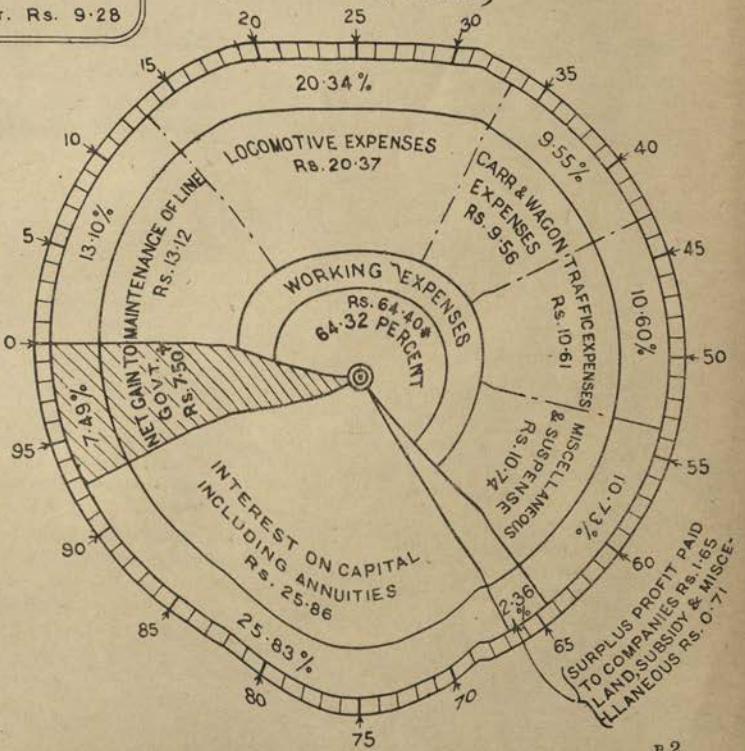
Exports.—Exports of Indian merchandise showed a decrease of Rs. 74 crores or 19 per cent., the value falling from Rs. 375 crores in 1925-26 to Rs. 301 crores in 1926-27. The cotton crop of the year was short and abnormally late, and the character of the crop was reflected in the exports of raw cotton which fell from 745,000 tons valued at Rs. 95 crores in the preceding year to 569,000 tons valued at Rs. 59 crores. But the value of cotton manufactures exported showed an increase of Rs. 110 lakhs due chiefly to increased shipments of cotton yarn and piece goods. The outturn of the jute crop was 21 per cent. higher than that of 1925 and the exports of raw jute during 1926-27 consequently increased by 60,000 tons to 708,000 tons, though lower prices brought about a decrease of Rs. 11 crores in value. The yield of wheat crop of 1925-26 which was mostly moved during 1926-27 was less than that of the preceding year by 2 per cent. and the exports fell from 212,000 tons in 1925-26 to 176,000 tons in 1926-27. The production of rice was also less than that of 1925-26 by 4 per cent. and the exports fell by 514,000 tons to 2,034,000 tons. The yield of winter oilseeds

RAILWAY RECEIPTS AND EXPENDITURE ON STATE OWNED LINES IN INDIA IN 1926-27.

FIGURES IN CRORES.



IN 1925 – 26.	
TOTAL RECEIPTS....	Rs 100·58
TOTAL EXPENDITURE	Rs. 91·30
NET GAIN TO GOVT.	Rs. 9·28



* THE DIFFERENCE OF RS. 9·03 LAKHS IN EXPENDITURE AS COMPARED WITH ST. NO. 3 OF VOLUME II FOR 1926-27 IS DUE TO ADJUSTMENTS HAVING BEEN MADE IN THE STATE RAILWAY STORES ACCOUNTS.

† THE DIFFERENCE OF RS. 27·89 LAKHS IN NET GAIN TO GOVT. AS COMPARED WITH SUMMARY NO. 1 OF VOLUME II FOR 1926-27 IS DUE TO INCLUSION OF RS 34·51 LAKHS ON ACCOUNT OF NET RECEIPTS FROM SUBSIDIZED RYS, RS. 68·67 LAKHS ON ACCOUNT OF MISCELLANEOUS RAILWAY RECEIPTS, RS. 65·54 LAKHS ON ACCOUNT OF EXPENDITURE CHARGED TO HEAD 12-MISCELLANEOUS RY. EXPENDITURE AND RS. 9·75 LAKHS ON ACCOUNT OF OTHER ADJUSTMENTS MADE SUBSEQUENT TO THE PUBLICATION OF VOLUME II

(rape, mustard and linseed) was much less than that of the preceding year and the exports registered a considerable decrease. The tea industry had another good year and the exports increased from 326 to 349 million tons. The exports of lac rose by 52,000 cwts. in quantity but decreased in value by Rs. 42 lakhs.

Imports.—Imports of private merchandise increased by Rs. 5 crores to Rs. 231 crores, the larger increases being in sugar (+Rs. 3¼ crores), artificial silk (+Rs. 2 crores) and raw cotton (+Rs. 1⅛ crores). Bombay mills used to a greater extent foreign cotton, the imports of which amounted to 45,000 tons valued at Rs. 5 crores in 1926-27 as compared with 17,500 tons valued at Rs. 3⅔ crores in 1925-26. There were, however, decreases in the imports of railway plant and rolling stock (Rs. −1·73 crores), Iron and Steel (Rs. −1·33 crores), Machinery (Rs. −1·27 crores) and mineral oils (Rs. −1·16 crores). The visible balance of trade in merchandise and treasure in 1926-27 was Rs. 40 crores in favour of India as compared with Rs. 109 crores in 1925-26.

25. Financial results of working.—The following table exhibits the financial results of working the railways in 1926-27 as compared with the year 1925-26. It relates only to the transactions of those railways with which the Central Government is directly concerned :—

(Figures in thousands.)

	1925-26.	1926-27
	Rs.	Rs.
(*i*) (*a*) Gross Earnings . . .	99,70,00	**99,03,98**
(*b*) Surplus profits from subsidised companies	35,07	**39,72**
(*c*) Interest on Depreciation and Reserve Funds . . .	53,77	**63,92**
(*d*) Other Miscellaneous Railway Receipts	66	**4,75**
TOTAL RECEIPTS .	1,00,59,50	**1,00,12,37**
(*ii*) (*a*) Working expenses (excluding Depreciation) . . .	53,75,08	**53,51,14**
(*b*) Depreciation	10,66,88	**10,88,58**
(*c*) Surplus profits paid to Companies	1,77,42	**1,65,56**
(*d*) Land and Subsidy to Companies .	4,38	**5,21**
(*e*) Interest	24,81,12	**25,86,70**
(*f*) Miscellaneous Railway Expenditure	26,28	**65,52**
TOTAL EXPENDITURE .	91,31,16	**92,62,71**
(*iii*) Net Gain	9,28,34	**7,49,66**
(*iv*) (*a*) Contribution from railway to general revenues . . .	5,49,04	**6,01,13**
(*b*) Surplus railway revenue transferred to Railway Reserve Fund	3,79,30	**1,48,53**
TOTAL .	9,28,34	**7,49,66**

26. It will be observed from the foregoing table that the net gain to the Central Government from its railways in 1926-27 amounted to 7·50 crores, of which a little over 6 crores were appropriated to General Revenues and the balance was transferred to the Railway Reserve Fund.

27. The net gain from the working of the State-owned railways in 1926-27 fell short of the net gain in 1925-26 by 179 lakhs. This was due principally to enhanced interest charges amounting to 106 lakhs, to a decline in earnings of 66 lakhs and an increase in working expenses and other

charges amounting to 26 lakhs. The falling off in earnings was partly counterbalanced by an increase in miscellaneous receipts amounting to 19 lakhs.

28. The decrease of 66 lakhs in gross earnings in 1926-27 is chiefly due to a falling off in earnings from the Bombay, Baroda and Central India Railway (90·60 lakhs), Burma Railways (31·13 lakhs), Bengal Nagpur Railway (17·70 lakhs), and East Indian Railway (14·60 lakhs), set off partly by increases in earnings on the Eastern Bengal Railway (43·25 lakhs), North Western Railway (28·31 lakhs) and Assam Bengal Railway (11·77 lakhs). The decrease on the Bombay, Baroda and Central India Railway is due mainly to the decline in passenger earnings (17·43 lakhs) and earnings from general merchandise (55·43 lakhs) on the Broad Gauge. The decrease on the Burma Railways is accounted for by serious interruptions to traffic caused by floods during the year and a fall in the total imports and exports of the province as compared with 1925-26. On the Bengal Nagpur Railway the decrease is attributable to the labour strike which occurred during the last two months of the year, lasting for about four weeks. The decrease on the East Indian Railway is not entirely real, as the figures of 1925-26 include the Allahabad-Jubbulpore Section (42 lakhs) for the first six months of the year. Eliminating this figure, there is an actual increase in 1926-27, in the gross earnings of the East Indian Railway. The increase in earnings on the Assam Bengal and Eastern Bengal Railways is principally due to the bumper jute crop and on the North Western Railway to the carriage of more wheat traffic.

29. The working expenses for all State owned railways were less by 2·24 lakhs or ·03 per cent. than the previous year. General administration expenses increased by 29·93 lakhs due to additional staff employed on new lines opened during the year and to annual increments to the staff with the consequent higher payments for Provident Fund bonuses. The expenditure under Repairs and Maintenance and Operation shows a saving of 82·23 lakhs made up as follows :—

	Increase + Decrease— Lakhs.
Repairs and Maintenance	+ 98·62
Fuel	−168·76
Other operating expenses	− 12·09

The increase in repairs and maintenance is mainly due to more extensive repairs to way and works and rolling stock and the saving in fuel charges is due partly to a fall in the price of coal (75·95 lakhs) and to economy in fuel consumption (92·81 lakhs). The reduction in other operating expenses is partly due to the lower gross earnings of the year and partly to the economies effected in operating charges, principally payments of compensation for goods lost or damaged.

On some of the larger railways there were appreciable increases in the working expenses. The reasons for these are explained below.

On the North Western Railway there was an increase of 74 lakhs, but about 50 lakhs of this is due to the lower workshop charges of the previous year due to the labour unrest that occurred in that year. The remainder of the increase is due to a higher standard of track maintenance, and to larger payments on customs duty charges and gratuities to retiring employés.

The increase on the Madras and Southern Mahratta Railway (11 lakhs) is due chiefly to heavy expenditure on the regirdering of certain bridges, more extensive repairs to engines and boilers and to passage allowances for 1924-25 and 1925-26 being paid in 1926-27.

The increase of about Rs. 9 lakhs on the Burma Railways is the result of the extensive damages caused to the railway by floods.

A word of explanation is necessary in regard to the increase of 39·26 in Miscellaneous Railway Expenditure. This increase is largely due to the inclusion under this Head (27 lakhs) of the purchase price of the Arakan Light Railway, *vide* Chapter III, paragraph 61 of this report.

30. The following table compares the working expenses of 1925-26 with 1926-27 under the Major Heads for which grants are voted by the Assembly :—

(Figures in thousands.)

	1925-26.	1926-27.	Difference.
	Rs.	Rs.	Rs.
1. General Administration	12,77,08	13,07,01	+29,93
2. Repairs and Maintenance and Operation	44,64,54	43,82,31	-82,23
3. Appropriation to Depreciation Fund	10,66,88	10,88,58	+21,70
TOTAL	68,08,50	67,77,90	-30,60
Deduct worked lines and Suspense	3,66,54	3,38,18	-28,36
TOTAL WORKING EXPENSES	64,41,96	64,39,72	- 2,24

The increased expenditure under General Administration is due to extra staff employed on new lines opened during the year and to annual increments to the staff, with the consequent larger payments on account of provident fund bonus. The saving under the head " Repairs and Maintenance and Operation " is mainly due to a fall in the price of coal and to a reduction in the quantity of coal consumed. The increase under Depreciation Fund is due to increased Capital Expenditure on which the contribution to the Depreciation Fund had to be calculated.

31. The contribution of Rs. 6,01,13,000 to General Revenues is arrived at as below :—

(Based on actuals of penultimate year 1924-25.)

(Figures in thousands of rupees.)

	Rs.	Rs.
1. 1 per cent. on Capital of 5,80,75,63 at charge—Commercial lines	...	5,80,76
2. (*i*) Receipts—		
Gross traffic receipts—Commercial lines	99,44,69	
Subsidised Companies—Share of surplus profits	30,16	
Interest on Depreciation and Reserve Fund balances	20,96	
		99,95,81
(*ii*) Charges—		
Working expenses—Commercial lines	60,95,02	
Indian States and Railway Companies' share of surplus profits	1,42,28	
Land and Subsidy	3,09	
Interest—		
On Capital at charge—Commercial lines	20,00,21	
On Capital contributed by Indian States and Companies	2,67,16	
Miscellaneous Railway Expenditure	13,10	
Contribution at 1 per cent. on Capital at charge—Commercial lines	5,80,76	
		91,01,62
(*iii*) Surplus	...	8,94,19
(*iv*) Contribution of one-fifth of surplus	...	1,78,83
3. (*i*) Total contribution from railway revenues 1 *plus* 2 (*iv*)	...	7,59,59
Deduct—Loss on strategic lines—		
(*i*) Interest on Capital of 26,86,77	1,22,77	
(*ii*) Loss in working	35,69	
		1,58,46
(*iii*) Net payment due from railway to General Revenues in 1926-27	...	6,01,13

(Figures in thousands of rupees.)

	Rs.	Rs.
4. *Add* $\frac{1}{3}$ of excess over 3 crores of surplus in 1926-27 arrived at as follows:—		
(*i*) Total receipts (including Government share of surplus profits from subsidized companies and interest on Depreciation and Reserve Fund balances and other miscellaneous receipts) . .	1,00,12,37	
(*ii*) Total charges (including surplus profits paid to companies, interests and other miscellaneous charges)	92,62,71	
(*iii*) Total gain from Railways during 1926-27 . .	...	7,49,66
(*iv*) Excess of gain over contribution 4 (*iii*)—3 (*iii*) .	...	1,48,53
(*v*) Contribution equal to $\frac{1}{3}$ of excess over 3 crores .	...	*Nil*
5. Total contribution to General Revenues during 1926-27, 3 (*iii*) *plus* 4 (*v*)	...	6,01,13

32. The return during 1926-27 on the capital at charge of the State-owned lines was 5·05 per cent., or ·26 per cent. less than that of 1925-26. This was due, as has been explained in the foregoing paragraphs, to a falling off in earnings and to enhanced interest charges. The return during 1926-27 presents, however, a fair comparison with the returns of previous years, which are respectively 2·64, 4·38, 5·24, 5·85 and 5·31 per cent. during the last five years ending with 1925-26. As explained in paragraph 27 of the last year's report, the percentages are those calculated on the Capital at charge of both Commercial and Strategic Railways and if the Capital at charge of the latter, which are unremunerative, is eliminated, the return on the Capital at charge of Commerical lines alone will show better results.

33. The table below gives the comparison of the amounts charged to working expenses on account of depreciation and the amounts actually expended on Replacements and Renewals during 1925-26 and 1926-27, on the various State-owned railways:—

(Figures in thousands of rupees).

Railways.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1925-26.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1925-26.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1926-27.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1926-27.
State Lines worked by State.				
North Western	2,23,09	1,62,20	2,10,48	1,93,37
Eastern Bengal	75,73	36,05	77,28	52 25
East Indian	1,92,43	1,31,28	1,99,27	1,66,42
Great Indian Peninsula	1,45,96	1,08,19	1,51,56	1,92,09
State Lines worked by Companies.				
Bengal Nagpur	1,09,54	42,02	1,14,43	28,08
Bombay, Baroda and Central India .	1,09,85	1,16,86	1,16,12	99,59
Burma	42,95	41,52	43,25	40,67
Madras and Southern Mahratta . .	74,02	85,35	82,06	59,53
South Indian	47,26	48,22	49,71	88,83
Other Railways . . .	46,05	26,71	44,42	23,82
TOTAL .	10,66,88	7,98,40	10,88,58	8,04,65

34. An analysis of the financial results of the working of the railways owned by the State for the last three years is given in the statement below, by each railway.

(Figures in thousands of Rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines worked by State.												
North Western	1924-25	1,12,64,69	...	1,12,64,69	16,99,22	11,48,21	5,51,01	4·9	...	4,22,74	1,28,27	...
	1925-26	1,15,92,75	...	1,15,92,75	15,42,39	10,76,22	4,66,17	4·0	...	4,37,08	29,09	...
	1926-27	1,25,50,02	...	1,25,50,02	15,70,70	11,50,40	4,20,30	3·3	...	4,63,97	...	43,67
Oudh and Rohilkhand	1924-25	32,39,70	...	32,39,70	3,68,30	2,72,30	96,00	2·0	...	1,07,25	...	11,25
	1925-26*	...	...	...	...	...	...	...	...	...	...	...
	1926-27*	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal	1924-25	43,64,68	...	43,64,68	5,99,16	4,26,71	1,72,45	3·9	...	1,56,07	16,38	..
	1925-26	44,69,27	...	44,69,27	6,33,87	4,64,18	1,69,69	3·8	...	1,59,60	10,09	..
	1926-27	45,06,73	...	45,06,73	6,77,12	4,45,39	2,31,73	5·1	...	1,61,52	70,21	...
East Indian	1924-25	98,97,78	..	98,97,78	17,22,27	10,30,54	6,91,73	7·0	10,05	3,80,75	3,00,93	...
	1925-26	1,29,62,73	...	1,29,62,73	19,92,11	12,22,71	7,69,40	5·9	...	4,85,26	2,84,14	...
	1926-27	1,34,73,85	...	1,34,73,85	19,77,51	12,02,37	7,75,14	5·7	...	5,08,17	2,66,97	...
Great Indian Peninsula	1924-25	1,01,40,79	4,87,97	96,52,82	15,29,68	9,55,00	5,74,68	5·6	4,46	3,28,08	2,42,14	...
	1925-26	1,07,97,56	...	1,07,97,56	14,79,90	10,68,03	4,11,87	3·8	12,54	3,51,96	47,37	...
	1926-27	1,09,69,26	...	1,09,69,26	14,80,21	10,42,40	4,37,81	4·0	...	3,66,41	71,40	...

* Included with East Indian Railway.

(Figures in thousands of rupees).

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines Worked by Companies.												
Bengal Nagpur	1924-25	68,83,54	18,16,87	50,66,67	8,39,15	5,77,16	2,61,99	4·1	4,76	2,69,00	...	11,77
	1925-26	66,58,90	13,16,87	53,42,03	8,39,99	5,92,88	2,47,11	3·7	6,80	2,86,91	...	46,60
	1926-27	68,47,92	11,19,91	57,28,01	8,22,29	5,60,55	2,61,74	3·8	6,92	2,95,28	...	40,46
Bombay, Baroda and Central India	1924-25	65,29,72	2,49,00	62,80,72	12,39,54	7,07,61	5,31,93	8·0	14,65	2,25,17	2,92,11	...
	1925-26	67,06,79	2,51,50	64,55,29	12,25,95	7,44,89	4,81,06	7·2	26,41	2,34,34	2,20,31	...
	1926-27	68,82,57	2,52,10	66,30,47	11,35,35	7,30,62	4,04,73	5·9	20,90	2,41,47	1,42,36	...
Burma	1924-25	27,09,44	6,69,67	20,39,77	4,29,89	2,62,30	1,67,59	6·2	32,97	92,41	42,21	...
	1925-26	28,23,15	6,69,67	21,53,48	4,93,82	2,76,20	2,17,62	7·7	37,66	98,67	81,29	...
	1926-27	29,44,23	6,69,67	22,74,56	4,62,69	2,85,09	1,77,60	6·0	49,48	1,03,81	24,31	...
Madras and Southern Mahratta	1924-25	49,99,18	11,23,43	38,75,75	7,92,89	4,36,58	3,56,31	7·0	60,86	1,86,84	1,08,61	...
	1925-26	51,26,96	10,73,86	40,53,10	8,19,24	4,65,76	3,53,48	6·9	77,67	1,90,96	84,85	...
	1926-27	52,81,15	10,07,08	42,74,07	8,12,55	4,77,13	3,35,42	6·3	76,10	1,95,90	63,42	...
South Indian	1924-25	25,86,59	4,48,39	21,38,20	5,14,78	3,12,00	2,02,78	7·7	9,60	96,54	96,64	...
	1925-26	28,00,42	4,15,34	23,85,08	5,44,12	3,15,56	2,28,56	8·2	10,68	1,04,76	1,13,12	...
	1926-27	30,71,61	4,15,33	26,56,27	5,48,91	3,04,69	2,44,22	7·9	8,67	1,15,90	1,19,65	...

Other Railways	1924-25	33,82,05	4,39,90	29,42,15	3,69,68	1,62,37	2,07,31	6·1	4,93	1,25,30	77,08	...
	1925-26	35,20,19	5,14,56	30,05,63	3,98,61	2,15,53	1,83,08	5·2	5,66	1,31,58	45,84	...
	1926-27	35,68,34	5,14,56	30,53,78	4,16,65	2,32,00	1,84,65	5·2	3,49	1,34,27	46,89	...
Suspense	1926-27	...	...	...	...	9,08	—9,08	...	...	...	...	9,08
Interest on Depreciation and Reserve Fund balances	1924-25	...	...	...	21,29	...	21,29	...	...	...	21,29	...
	1925-26	...	...	...	53,77	...	53,77	...	...	...	53,77	...
	1926-27	...	...	...	63,92	...	63,92	...	...	...	63,92	...
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1924-25	...	...	...	...	...	...	...	...	...	13,85	...
	1925-26	...	...	...	...	...	...	...	...	...	5,07	...
	1926-27	...	...	...	...	...	...	...	...	...	...	26,26
Total (Central)	1924-25	6,54,98,16	47,35,23	6,07,62,93	1,01,25,85	62,90,78	38,35,07	5·8	1,42,28	23,90,15	13,16,49	...
	1925-26	6,74,58,72	42,41,80	6,32,16,92	1,00,23,77	64,41,96	35,81,81	5·3	1,77,42	24,81,12	9,28,34	...
	1926-27	7,00,95,67	39,78,65	6,61,17,02	99,67,90	64,39,72	35,28,18	5·0	1,65,56	25,86,70	7,49,66	...
Provincial Railways	1924-25	19,90	...	19,90	2,59	2,66	7	—0·7	...	84	...	91
	1925-26	20,22	...	20,22	2,77	2,48	29	1·4	...	87	...	58
	1926-27	19,98	...	19,98	2,61	2,53	8	0·4	...	87	...	79
Grand Total (Central and Provincial.)	1924-25	6,55,18,06	47,35,23	6,07,82,83	1,01,28,44	62,93,44	38,35,00	5·8	1,42,28	23,90,99	13,15,58	...
	1925-26	6,74,78,94	42,41,80	6,32,37,14	1,00,26,54	64,44,44	35,82,10	5·3	1,77,42	24,81,99	9,27,76	...
	1926-27	7,01,15,65	39,78,65	6,61,37,00	99,70,51	64,42,25	35,28,26	5·0	1,65,56	25,87,57	7,48,87	...
North Western (Commercial Lines.)	1924-25	85,77,92	...	85,77,92	15,39,35	9,52,44	5,86,91	6·8	...	2,99,97	2,86,94	...
	1925-26	84,89,04	...	84,89,04	13,78,32	8,96,08	4,82,24	5·7	...	3,06,14	1,76,10	...
	1926-27	94,04,50	...	94,04,50	14,13,70	9,61,47	4,54,23	4·8	...	3,33,30	1,20,93	...
Non-Commercial (Strategic Lines.)	1924-25	26,86,77	...	26,86,77	1,59,87	1,95,77	—35,90	—1·3	...	1,22,77	...	1,58,67
	1925-26	31,03,71	...	31,03,71	1,64,07	1,80,14	—16,07	—0·5	...	1,30,94	...	1,47,01
	1926-27*	31,60,50	...	31,60,50	1,53,45	1,86,72	—33,27	—1·5	...	1,31,35	...	1,64,62

* Includes Aden Railway.

35. With the exception of the Eastern Bengal, Great Indian Peninsula and South Indian Railways, the financial results of working the State-owned railways in 1926-27 are less favourable than those of 1925-26.

The gain on the Eastern Bengal Railway constitutes a record in the history of that railway. The gain to the State from the working of that railway during 1926-27 amounted to Rs. 70·21 lakhs against Rs. 10·09 lakhs in 1925-26, and has exceeded the most successful year prior thereto, *viz.*, 1913-14, when the gain to the State amounted to Rs. 40·75 lakhs. This satisfactory result is mainly due to the increase in earnings (43·25 lakhs) owing to the bumper jute crop and to economies effected in working expenses. The Great Indian Peninsula and the South Indian Railways show a net gain of 24·03 and 6·53 lakhs respectively. On the former railway the result was due chiefly to the large reduction in fuel charges.

The working of the Bengal Nagpur Railway resulted again in a loss to the State of 40·46 lakhs during 1926-27, which however is less than that of 1925-26 by Rs. 6·14 lakhs. The Railway Board are fully alive to the necessity for taking all possible means for the development of the net earnings of this railway.

The loss to the State on the North Western Railway during 1926-27 taking Commercial and Strategic sections together is Rs. 43·67 lakhs. On the Commercial Sections alone, there is a net gain of Rs. 120·93 lakhs.

36. Analysis of earnings.—Of the total earnings on all Railways of Rs. 112·36 crores, Rs. 65·36 crores or 58·2 per cent. were from goods traffic, Rs. 38·13 crores or 33·9 per cent. from passenger traffic and Rs. 8·87 crores or 7·9 per cent. from parcels, luggage and miscellaneous earnings.

Passenger earnings.—Passenger earnings showed a decrease of 3·44 per cent. from Rs. 39·49 to Rs. 38·13 crores. The following table shows the numbers of and earnings from passengers separately for each class for the 4 years previous to the War and for the 6 latest years. Figures for season and vendors tickets are shown separately for the last 4 years and are also included in their respective classes. Graphs are also inserted showing the progressive increases in the number of passengers carried and passenger miles by classes from the beginning of the century.

Year.	Number of passengers carried (in thousands).					Earnings from passengers (in thousands of rupees).				
	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.
1910 . .	685	2,784	10,702	315,839	24,841	58,82	77,23	94,99	14,65,16	15,85
1911 . .	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08.88	15,73,15	16,85
1912 . .	700	3,030	10,508	356,789	26,810	62,90	83,81	91,37	17,01,35	17,55
1913-14 . .	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1921-22 . .	990	6,020	9,086	475,489	52,376	1,38,47	2,28,87	1,45,11	28,75,29	41,58
1922-23* .	807	4,825	7,985	477,637	55,665	1,39,72	2,11,77	1,38,30	32,20,85	48,58
1923-24* .	647	3 986	7,425	485,412	58,084	1,29,80	1,95,99	1,37,88	32,91,78	51,70
1924-25 . .	611	3,860	7,992	495,644	54,592	1,21,62	1,85,51	1,44,48	33,73.71	50,07
1925-26 . .	603	3,909	9,135	515,227	56,297	1,19,24	1,82,74	1,55,88	34,36.47	51,66
1926-27 . .	611	4.167	10,476	515,821	58,638	1,16,69	1,81,99	1,58,20	33,02,12	53,51
1923-24† .	1,199	10,128	11,374	544,622	...	1,31,17	2,02,73	1,41,10	33,32,82	...
1924-25† .	1,101	9,778	12,201	553,266	...	1,22,93	1,92,09	1,48,01	34,12,45	...
1925-26† .	1,033	9,901	13,602	574,608	...	1,20,42	1,89 42	1,59.61	34,76,54	...
1926-27† .	1,012	10,006	14,945	578,409	...	1,17,78	1,88,31	1,61,79	33.44 63	...

* Excludes the Mayurbhanj and Parlakimedi Light Railways for which detailed information is not available.

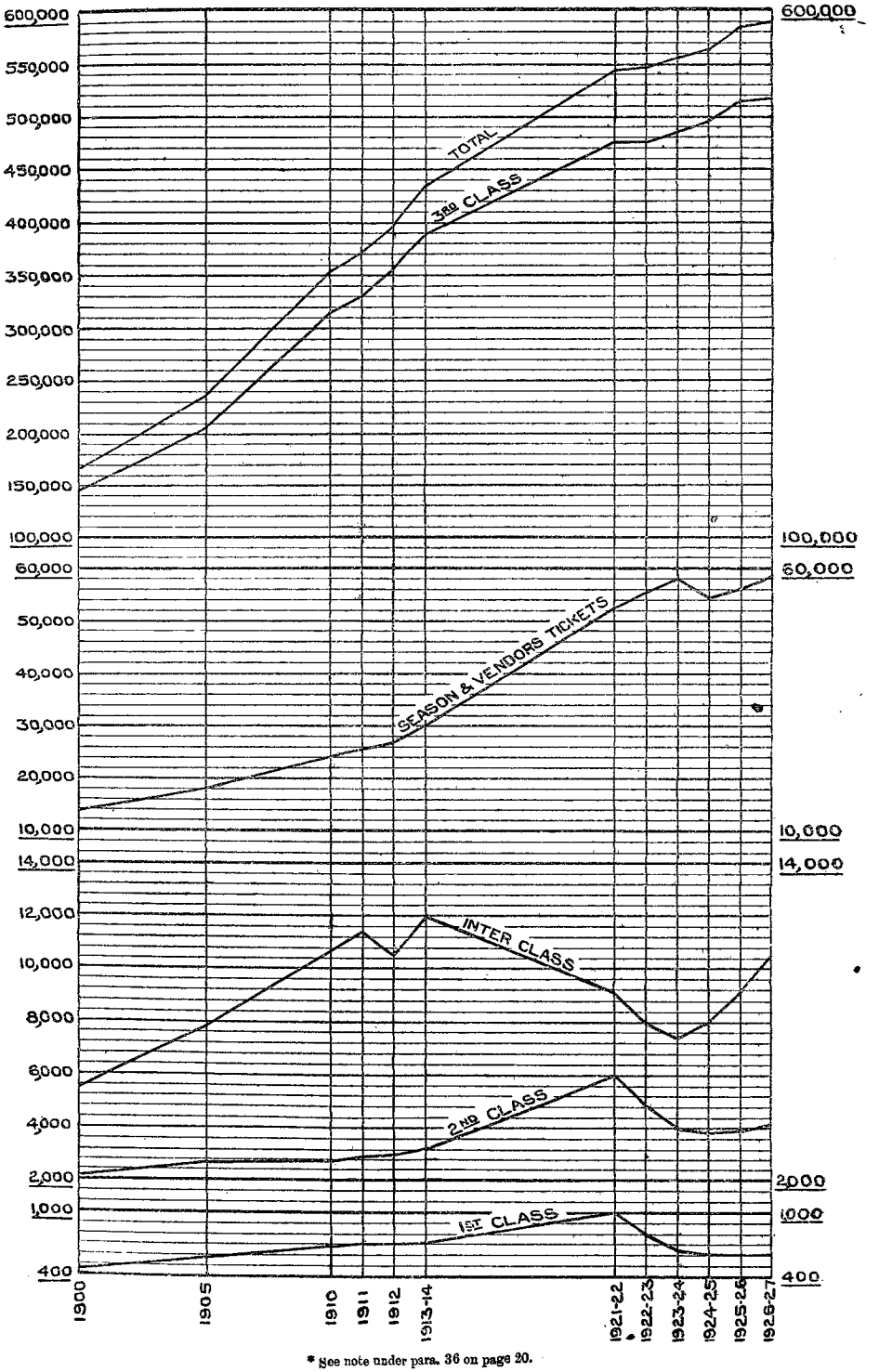
† The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

Note.—In previous reports the sum of the number of passengers carried on each separate railway has been shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways have thus been counted as two or more passengers. The actual number of passengers carried on all railways is the same as the total number of passengers originating and this figure has been adopted for 'number of passengers carried' in the present report. As the number of passengers originating is not available prior to 1923-24 the figures of previous years have been adjusted.

37. Reduction in Passenger Fares.—In last year's report it was stated that the strengthening of the financial position resulting from the separa-

NUMBER OF PASSENGERS CARRIED * ON INDIAN RAILWAYS.

(IN THOUSANDS)

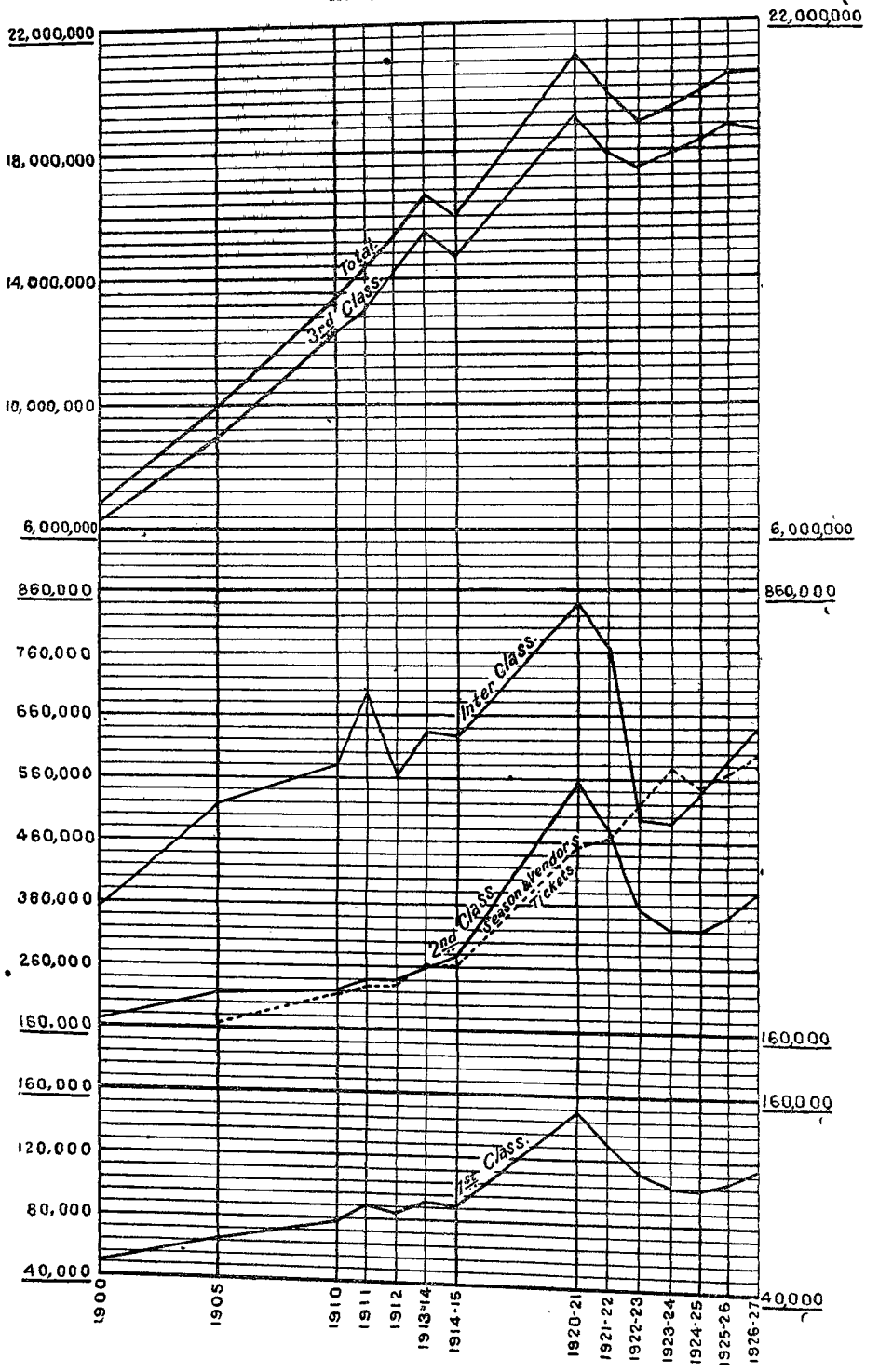


* See note under para. 36 on page 20.

PASSENGER MILES.

(IN THOUSANDS)

INDIAN RAILWAYS.



tion of Railway from General Finances and the good years in 1923-24 and 1924-25 enabled the majority of the railways to consider reductions in passenger fares. Consequently with effect from 1st January 1926 three railways (the Bengal Nagpur, East Indian and South Indian Railways) made certain reductions and the South Indian Railway made some further reductions from 1st February 1926. In the year under review the following further reductions took place:—

Bombay, Baroda and Central India Railway.—With effect from the 1st April 1926 this railway reduced its 1st and 2nd class fares over 150 and upto 300 miles and inter class fares by mail or express trains for distances over 150 miles from 24 to 18, 12 to 9 and 6 to 5 pies per mile respectively (for inter class by ordinary trains the reduction was from 5 to 4 pies). 3rd class fares for distances over 300 miles were reduced from $3\frac{1}{2}$ to 3 pies per mile for mail trains and from 3 to $2\frac{3}{4}$ pies for ordinary trains.

Great Indian Peninsula Railway.—With effect from the 1st April 1926 this railway reduced its 1st and 2nd class fares for the first 300 miles from 24 to 18 and 12 to 9 pies per mile respectively. From the same date 3rd class fares by ordinary trains were reduced as under:—

Previous.		*Revised.*	
1-300 miles . . .	4 pies		
		1-150 miles	4 pies.
301 and over . .	$3\frac{1}{2}$ pies	151-300 miles . . .	$3\frac{1}{2}$ pies.
		301 and over	3 pies.

North Western Railway.—With effect from the 1st April 1926 this railway reduced its 1st and 2nd class fares for the first 300 miles from 24 to 18 and 12 to 9 pies per mile respectively. From the same date inter and 3rd class fares were reduced for distances over 50 miles from 5 to $4\frac{1}{2}$ and $3\frac{1}{2}$ to 3 pies respectively. This railway from the 1st February 1927 further reduced its 1st and 2nd class fares for distances over 300 miles from 18 to 12 and 9 to 6 pies per mile respectively and its 3rd class fares for distances over 300 miles from 3 to 2 pies per mile.

Burma Railways.—With effect from the 15th June 1926 this Railway reduced its 1st and 2nd class fares for distances under 300 miles from 24 to 18 and 12 to 9 pies per mile respectively. From the same date its 3rd class fares by mail trains were reduced for first 300 miles from 4 to $3\frac{1}{2}$ pies per mile and for distances over 300 miles from $3\frac{1}{2}$ to 3 pies per mile. Similarly by ordinary trains the reductions were from 4 to $3\frac{1}{2}$ pies per mile for the first 300 miles and from $3\frac{1}{2}$ to 3 pies per mile for distances over 300 miles.

Madras and Southern Mahratta Railway.—With effect from the 1st October 1926 this railway reduced its first and 2nd class fares for distances over 150 miles and up to 300 miles from 24 to 18 and 12 to 9 pies per mile respectively. From the same date 3rd class ordinary fares for distances over 50 miles and up to 100 miles were reduced from $3\frac{1}{2}$ to $3\frac{1}{4}$ pies per mile.

South Indian Railway.—With effect from the 1st January 1927 this railway reduced its 1st and 2nd class fares for distances over 150 and up to 300 miles from 24 to 18 and 12 to 9 pies per mile and 3rd class fares for distances over 50 miles from $3\frac{1}{2}$ to 3 pies per mile.

East Indian Railway.—With effect from the 1st February 1927 this railway reduced its 1st and 2nd class fares for distances over 100 miles and up to 300 miles from 24 to 18 and 12 to 9 pies per mile respectively and for distances over 300 miles from 18 to 12 and 9 to 6 pies per mile. At the same time return tickets for 1st, 2nd and Inter class passengers were introduced at $1\frac{1}{2}$ fares and the following reductions were made in 3rd class fares:—

	3rd class Mail		3rd class Ordinary	
	Previous. pies.	Revised. pies.	Previous. pies.	Revised. pies.
1 to 50	5	5	$3\frac{1}{2}$	$3\frac{1}{2}$
51 to 300	5	4	$3\frac{1}{2}$	3
301 to 600	$3\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	2
601 and over.	3	$2\frac{1}{2}$	$2\frac{1}{2}$	2

38. As a variety of causes leads to a rise or fall in the number of passenger miles and in the earnings from passenger traffic, it is difficult to appraise accurately the results of the reduction made in the fares. It is reasonably certain, however, that the greater part of the increase of 90,879,000 passenger miles, and the decline of 121 lakhs in the earnings, is due to this cause.

In the opinion of the Railway Board, the reduced fares have not been in force long enough to enable them to judge the full extent to which traffic has been stimulated by the cheaper fares. They propose, therefore, to watch the results of subsequent periods before arriving at a conclusion as to the suitability or otherwise of the reductions already made.

The following statement shows the distribution of the falling off of 121 lakhs in passenger earnings over the various railway administrations.

Railways.	Increase+ Decrease−
1. Assam Bengal	+6,73,000
2. Bengal and North Western	+6,38,000
3. Bengal Nagpur	−11,55,000
4. Bombay, Baroda and Central India	−36,59,000
5. Burma	−13,59,000
6. Eastern Bengal	+9,69,000
7. East Indian	−23,94,000
8. Great Indian Peninsula	−23,78,000
9. Jodhpur	−3,21,000
10. Madras and Southern Mahratta	+4,32,000
11. Nizam's Guaranteed State	+1,29,000
12. North Western	−31,72,000
13. Rohilkund and Kumaon	−61,000
14. South Indian	−4,36,000
TOTAL	−1,20,94,000

39. Passengers travelling without tickets.—It was mentioned in last year's Report that the following measures had been adopted by Railway Administrations to endeavour to cope with the serious problem of passengers travelling without tickets:—

(1) Stricter supervision and discipline,
(2) Reorganisation of the Travelling Ticket inspection system, etc., and
(3) Introduction of the system of checking trains by Flying Squads of Travelling Ticket Examiners.

By the adoption of these methods travelling without tickets was checked to a certain extent: but they did not overcome the difficulty of recovering fares from beggars and persons who refused to pay what was due. Statistics collected for a certain number of years clearly showed that this unsatisfactory position still continued.

The Sub-Committee of the Indian Railway Conference Association of 1925 suggested various measures for the elimination of the evil which were communicated to Railway Administrations for consideration and action; but their replies showed that the measures so far adopted by Railways had merely led to larger recoveries from persons travelling without tickets and this result had been obtained by the employment of additional ticket checkers.

A system which might possibly lead to the prevention of the evil was introduced from 1st August 1926 as an experimental measure on the Howrah —Asansol Section of the East Indian Railway. Under this system a crew of ticket checkers under a responsible supervisor accompanies each passenger train throughout its run. One ticket checker is posted to each coach and it is his duty to prevent any passenger entering the carriage unless he holds a proper ticket. The ticket checkers are further responsible for the collection of tickets from passengers before they alight at their destination stations. This arrangement is designed to prevent misappropriation of recoveries and to protect illiterate passengers against excess recoveries.

The experimental working of the Crew System on the Howrah—Asansol Section for a period of six months having proved successful it has been decided to continue its working on that section for another year from 1st April 1927 and to extend it to the whole of the Lucknow Division for one year with effect from 1st May 1927.

A proposal to amend the Indian Railways Act to make travelling without tickets a cognisable offence has been discussed at meetings of the Central Advisory Council for Railways but it is considered that this step should be regarded as a last resource and that in the meantime it is advisable to ascertain the effect of the crew system of ticket checking.

40. Goods Earnings.—Earnings from goods traffic on all Railways show an increase of 63 lakhs from Rs. 64·47 crores to Rs. 65·10 crores, chiefly due to improved earnings from jute, coal and grain.

The tonnage of, and earnings from, the principal commodities on Class I Railways during the last two years are shown in the table below. Apart from the increases mentioned above the principal fluctuations were larger bookings of Jagree, Kerosine oil and Salt and less bookings under cotton, rice, oilseeds, wood unwrought and other commodities.

Commodity.	1925-26.		1926-27.		Increase + Decrease — in Earnings (lakhs.)
	No. of tons originating (in millions.)	Rs. (in crores.)	No. of tons originating (in millions.)	Rs. (in crores.)	
(1) Fuel for public and Foreign Railways.	16·11	9·11	18·95	9·65	+54
(2) Fuel and other stores on Revenue account.	16·43	2·91	16·13	2·89	—2
(3) Wheat	1·62	2·12	1·76	2·53	+41
(4) Rice in the husk and rice not in the husk.	4·66	4·42	4·11	3·85	—56
(5) Gram and Pulse, Jower and Bajra and other grains.	2·99	4·19	3·05	4·35	+16
(6) Marble and stone	3·31	0·94	2·99	0·88	—6
(7) Metallic ores	2·34	1·07	2·45	1·04	—3
(8) Salt	1·33	1·74	1·42	1·89	+15
(9) Wood, unwrought	1·73	1·06	1·32	0·89	—17
(10) Sugar, refined and unrefined.	0·76	1·85	0·77	1·88	+3
(11) Oilseeds	2·49	3·69	2·35	3·43	—26
(12) Cotton raw and manufactured.	1·76	6·42	1·53	5·80	—62
(13) Jute, Raw	0·89	1·23	1·20	1·78	+55
(14) Fodder	0·81	0·59	0·80	0·60	+1
(15) Fruits and vegetables fresh.	1·02	0·91	1·08	0·91	...
(16) Iron and steel wrought	1·02	2·05	1·02	1·97	—8
(17) Kerosine oil	0·91	1·91	0·92	2·04	+13
(18) Gur, Jagree, Molasses, etc.	0·67	1·06	0·78	1·19	+13
(19) Tobacco	0·27	0·68	0·26	0·66	—2
(20) Provisions	0·56	1·23	0·63	1·31	+8
(21) Military stores	0·34	0·38	0·38	0·37	—1
(22) Railway materials	3·64	0·70	8·30	1·20	+50
(23) Live stock	0·25	0·73	0·22	0·69	—4
(24) Other commodities	10·80	11·89	9·65	11·44	—45
TOTAL	76·71	62·88	82·07	63·24	+36

41. Stores balances.—The table below shows the successive reductions in stores balances effected since 1921-22:—

Stores Balances (in thousands).

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	24,81	31,48	18,38	12,30	9,49	**12,59**
Bengal-Nagpur	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	**1,17,17**
Bombay, Baroda and Central India	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	**1,46,38**
Burma	66,62	84,85	93,71	84,62	75,00	**44,82**
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	**2,48,17**
Eastern Bengal	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	**84,07**
Great Indian Peninsula	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	**2,23,13**
Madras and Southern Mahratta	1,50,52	1,66,09	1,50,91	1,02,86	84,31	**76,75**
North-Western	3,94,12	3,92,69	3,79,78	3,24,39	3,23,75	**3,69,92**
South Indian	1,14,45	1,38,66	99,02	77,04	1,13,30	**1,06,60**
Other Railways	41,13	46,96	63,50	54,94	40,08	**39,35**
TOTAL	23,19,36	22,98,78	21,57,92	17,08,65	15,63,45*	**14,68,85**

* Final figures.

During the year under review the Railway Administrations continued their efforts to keep down the balances of stores, and as a result a reduction of about a crore of rupees was effected.

42. Compensation claims for goods lost or damaged.—The table below shows the payments on account of compensation claims during the quinquennium beginning with the year 1922-23. It will be seen that the total figures for all State-owned Railways fell gradually from Rs. 120 lakhs in 1922-23 to 29 lakhs in 1925-26, the latter being 24 per cent. of the former; and that, in the year under review, they were further reduced to Rs. 15 lakhs which is only 13 per cent. of the figure for 1922-23. This satisfactory result is due to the unremitting attention that has been paid to the subject by the Railway Board and Railway Administrations. The measures taken include better supervision over the staff, rivetting or locking of wagons and greater efficiency of the Watch and Ward Department.

All Railways with the exception only of the Burma Railways have contributed to this substantial reduction of more than 14 lakhs in 1926-27. The small increase on the Burma Railways is due chiefly to the fact that the year was marked by serious interruptions to traffic which resulted in delays in despatch and delivery of goods with a consequent increase in the number of claims for compensation.

Although as stated above all other Railways have shown substantial decreases in this direction the North Western Railway deserves special mention in view of the fact that the payments on that line have fallen below 2 lakhs in spite of an increase in the public traffic handled by it. No small credit is also due to the East Indian Railway, on which the charges for compensation claims have come down from nearly 58 lakhs in 1922-1923 to about 4 lakhs in 1926-27. Strenuous efforts are still being made to reduce the charges on the East Indian Railway to an even lower level.

Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1922-23, 1923-24, 1924-25, 1925-26 and 1926-27.

Railways.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	Percentage to Goods Earnings.	
						1925-26.	1926-27.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	23,085	17,069	17,587	21,841	**20,979**	0·25	0·22
Bengal and North-Western .	1,70,516	1,62,461	80,680	92,932	**85,369**	0·58	0·50
Bengal-Nagpur . . .	1,98,972	2,63,703	2,01,889	80,093	**54,988**	0·14	0·10
Bombay, Baroda and Central India	15,68,572	6,44,678	6,03,064	4,40,465	**2,60,213**	0·60	0·38
Burma	45,183	29,319	33,662	30,982	**41,295**	0·10	0·15
Eastern Bengal . . .	1,98,554	1,77,020	1,68,020	1,86,736	**1,83,822**	0·56	0·48
East Indian	57,99,225	42,72,620	30,61,451	11,73,008	**3,82,219**	0·93	0·30
Great Indian Peninsula . .	19,68,436	16,17,133	6,63,609	3,41,130	**1,92,400**	0·37	0·20
Madras and Southern Mahratta .	2,21,125	1,54,162	85,548	91,018	**84,859**	0·18	0·17
Nizam's Guaranteed State . .	38,222	24,206	17,022	18,219	**11,211**	0·16	0·09
North-Western . . .	16,89,608	4,73,339	6,84,162	3,89,771	**1,55,097**	0·40	0·16
Rohilkund and Kumaon . .	45,015	16,681	21,860	17,088	**4,318**	0·50	0·13
South Indian	63,951	44,502	32,045	48,536	**45,169**	0·18	0·17
Total .	1,20,30,554	78,96,893	56,70,499	29,31,819	**15,21,939**	0·47	0·24

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

43. Capital Expenditure.—Up to end of March 1927 the total Capital at charge on all railways including those under construction amounted to Rs. 788·67 crores of which Rs. 700·96 crores was Capital at charge on State-owned railways inclusive of premia paid in the purchase of Companies' lines. The remainder 87·71 crores represented Capital raised by Indian States, Companies and District Boards.

The Capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debit incurred in purchase of railways	150,109,299
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	29,241,208
Net amount outstanding	120,868,091*

	Rs. (omitting 000).
Converted at Rs. 15=£1	180,86,17
Direct expenditure by Government	520,09,50
TOTAL	700,95,67

By far the greater portion of this amount, namely, Rs. 6,61,17,02,000 is Government Capital only and 1/18th or Rs. 39,78,65,000 is owned by Companies. These figures include Rs. 31·54 crores on account of Capital expenditure to the end of March 1927 on strategic lines.

44. The total capital outlay on all railways during 1926-27 was Rs. 29·20 crores of which Rs. 27·14 crores were spent on State-owned railways. The following statement shows how this outlay of Rs. 27·14 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1922-23	6·77	9·52	16·29	2·74	19·03
1923-24	7·69	9·51	17·20	2·51	19·71
1924-25	4·66	6·42	11·08	2·39	13·47
1925-26	9·44	5·80	15·24	4·01	19·25
1926-27	**16·74**	**4·13**	**20·87**	**6·27**	**27·14**

* £118,282,416 converted at the rate of £1=Rs. 15, £10,675 at the rate of £1=Rs. 10 and the balance of £2,575,000, representing the G. I. P. Ry. Co.'s share capital paid off during 1925-26, converted at the average rate of exchange.

Coleroon Bridge, South Indian Railway.

SHEWING OPERATIONS AT THE 39TH SPAN.

VIEW OF BRIDGE COMPLETE.

45. The distribution of the capital outlay in 1926-27 over the different State-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal-Nagpur . . .	0·54	0·30	0·84	1·05	1·89
Bombay, Baroda and Central India	1·24	0·48	1·72	0·04	1·76
Eastern Bengal . . .	0·40	0·18	0·58	0·09	0·67
East Indian	1·92	0·77	2·69	1·19	3·88
Great Indian Peninsula . .	2·13	0·79	2·92	0·05	2·97
Madras and Southern Mahratta .	1·01	0·13	1·14	0·40	1·54
North-Western	7·66	0·80	8·46	1·13	9·59
South Indian	0·98	0·19	1·17	1·54	2·71
Other Railways . . .	0·86	0·49	1·35	0·78	2·13
Total .	16·74	4·13	20·87	6·27	27·14

Lines opened and under construction.

46. Lines opened during 1926-27.—A total mileage of 420·77 miles was opened to public traffic during the year and consisted of :—

280·92 miles	. . . . .	5′ 6″ gauge.
128·25 ,,	. . . . .	3′ 3⅜″ ,,
11·60 ,,	. . . . .	2′ 6″ ,,

A detailed list is given below of the lines opened during the year :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Landi Kotal Landi Khana .	5′ 6″	5·27		N. W. Ry. .	3rd April 1926.
Bhagalpur-Mandar Hill . .	5′ 6″	31·13		E. I. Ry. . .	1st October 1926.
Ganj Khwaja Diversion . .	5′ 6″	2·42		E. I. Ry. . .	10th April 1926.
Shahdara Narowal . . .	5′ 6″	47·73		N. W. Ry. .	22nd December 1926.
Talcher Coalfields . . .	5′ 6″	61·52		B. N. Ry. .	20th January 1927.
Shoranur Angadipuram . .	5′ 6″	17·54		S. I. Ry. . .	3rd February 1927.
Barkakhana-Chandil . .	5′ 6″	74·77	State . .	B. N. Ry. .	31st March 1927.
Dharmaband-Kharkharee .	5′ 6″	1·13		B. N. Ry. .	18th February 1927.
Matiala Blockhut to Garh-Dhubreshwar.	5′ 6″	2·01		B. N. Ry. .	2nd September 1926.
Mohuda avoiding line . .	5′ 6″	0·58		B. N. Ry. .	10th July 1926.
Rourkela to Koel Bank . .	5′ 6″	2·28		B. N. Ry. .	17th September 1926.
Chandrapura Gomoh chord .	5′ 6″	10·02		E. I. Ry. . .	1st May 1926.
Karepalli-Kothagodium . .	5′ 6″	24·52	N. G. S. Ry. .	N. G. S. Ry. .	21st March 1927.
Sriganganagar-Kesrisinghpur .	3′ 3⅜″	15·26	Bikaner Durbar .	Bikaner St. Ry. .	1st May 1926.
Than Chotila	3′ 3⅜″	12·56	Morvi Durbar .	Morvi St. Ry. .	16th June 1926.
Segyi-Ye-U.	3′ 3⅜″	22·97	State . .	Burma Rys. .	15th August 1926.
Nanjangud-Chamrajanagar .	3′ 3⅜″	22·29	Mysore Durbar .	Mysore Ry. .	27th August 1926.
Mayavaram Tranquebar . .	3′ 3⅜″	13·21	State . .	S. I. Ry. . .	25th November 1926.
Pegu Kayan	3′ 3⅜″	36·96	State . .	Burma Rys. .	27th February 1927.
Kalamba-Jherria . . .	2′ 6″	2·14	Baroda Durbar .	Gaekwar's Baroda State Ry.	1st April 1926.
Krishnagar city Nabadwipghat	2′ 6″	6·71	State . .	E. B. Ry. . .	30th June 1926.
Gambhirpura to Netrang .	2′ 6″	2·75	Rajpipla Durbar	B., B. & C. I. Ry.	21st February 1927.

47. The following lines were quadrupled during the year.

Name of line.	Gauge.	Mileage.	Working Agency.	Date of opening.
Bandra-Borivli (Quadrupling) . .	5′ 6″	12·85	B., B. and C. I. Ry. .	19th April 1926.
Asansol-Sitarampur (second up line) .	5′ 6″	4·86	E. I. Ry. . .	1st April 1926.
Asansol-Ondal (second down line) . .	5′ 6″	14·53	E. I. Ry. . .	8th September 1926.

48. The following sections of line were doubled and opened for traffic :—

Name of line.	Gauge.	Mileage.	Working Agency.	Date of opening.
Kamptee Kalumna	5′ 6″	4·43	B. N. Railway . .	18th September 1926.
Pyu-Nyaungchidauk Section . .	3′ 3⅜″	9·11	Burma Railways .	15th April 1926.
Nyaungchidauk-Oktwin Section . .	3′ 3⅜″	15·01	Burma Railways .	28th May 1926.
Oktwin-Kyungon Section . . .	3′ 3⅜″	17·41	Burma Railways .	23rd July 1926.

49. During the year alterations to gauge were made as follows :—

Name of line.	Gauge.	Length.	Date of opening.
Parbatipur-Siliguri (E. B. Ry.) . .	From 3′ 3⅜″ to 5′ 6″ . .	84·60	30th September 1926.
Mandalay-Madaya (Burma Rys.) . .	From 2′ 6″ to 3′ 3⅜″ . .	16·98	5th February 1927.

50. Lines under construction on 31st March 1927.—At the end of the financial year 1926-27 a total of 2,551·44 miles of new lines was under construction distributed as follows :—

	Miles.
5′ 6″ Gauge	930·26
3′ 3⅜″ ,, ...	1,260·97
2′ 6″ ,, ...	360·21

During the year under review sanction was accorded to the construction of new lines totalling 492·29 miles.

	Miles.
5′ 6″ Gauge	204·58
3′ 3⅜″ ,, ...	249·17
2′ 6″ ,, ...	38·54

51. The lines under construction are given in the table below which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage.	Working agency.	Progress of work. Proportion completed.
Ghuttitanagar Branch . .	5′ 6″	8·29	Bengal-Nagpur Railway.	·36
Raipur Vizianagram (Raipur ½ Parbatipur Section).	5′ 6″	241·64	Bengal-Nagpur Railway.	·10
Baruipur Laksmikantapur . .	5′ 6″	23·80	Eastern Bengal Railway.	·25

Name of line.	Gauge.	Mileage.	Working agency.	Progress of work. Proportion completed.
Central India Coal fields	5′ 6″	153·25	East Indian Railway.	·62 on Daltonganj Barkakhana Section.
Calcutta Chord	5′ 6″	10·53		·65 on Anupur-Karimati Section. Land is being acquired.
Rikhikesh Road-Rikhikesh	5′ 6″	7·12		·84 (opened on 2nd April 1927).
Agra Bab	5′ 6″	43·19	Great Indian Peninsula Railway.	·40
Kurla Trombay (Extension of the Kurla Chamber Branch to Mandala 2·73 miles).	5′ 6″	4·36		·82
Nidadavolu Narasapur	5′ 6″	47·01	Madras and Southern Marhatta Railway.	·28
Cocanada Kotipalli	5′ 6″	27·03		Construction recently sanctioned.
Rohtak Panipat	5′ 6″	44·21	North Western Railway.	·16
Jassar Shakargarh Chak Amru	5′ 6″	26·50		·10
Lyallpur Jaranwala	5′ 6″	21·67		·18
Amritsar Narowal	5′ 6″	39·82		·80 on Verka Dera-Baba Nanak Section (opened on 3rd May 1927). ·40 on Dera Baba-Nanak-Jassar Section. ·60 on Jassar-Narowal Section.
Chak Jhumra Chiniot	5′ 6″	21·14		·04
Shoranur Nilambur	5′ 6″	23·96	South Indian Railway	·52 on Angadipuram Nilambur Section. (Shoranur-Angadipuram 17·54 miles opened).
Kazipet Belharshah	5′ 6″	91·73	Nizam's Guaranteed State Railway.	·95 on Ramgundam-Goliara Section. ·82 on Goliara to Tandur Section. ·40 on Tandur to Rajura Road Section. ·40 on Rajura Road to Belharshah Section. (Kazipet-Ramgundum 57·77 miles opened in 1923—24—25).
Bahawalnagar-Phulra	5′ 6″	64·50	North Western Railway.	·17
Sirhind Rupar	5′ 6″	30·51	Patiala Durbar	·35
Sibsagar Road Khowang	3′ 3⅜″	38·79	Assam-Bengal Railway.	·82
Furkating Badulipara Jorhat	3′ 3⅜″	42·17		·50
Karimganj Longai Valley	3′ 3⅜″	47·52		·46
Netrakona-Mohanganj	3′ 3⅜″	17·43		Construction recently sanctioned.
Taungdwingyi-Kyaukpadaung	3′ 3⅜″	72·10	Burma Railways	·50 on Taungdwingyi Natmauk Section. ·25 on Natmauk-Kyaukpadaung Section.
Kayan Thongwa, Extension	3′ 3⅜″	10·54		·30
Heho Tayaw Extension	3′ 3⅜″	11·16		·75
Myingyan Natogi Paleik	3′ 3⅜″	69·49		·01
Nyaunglebin Madauk	3′ 3⅜″	11·17		·05
Dinajpur Ruhea	3′ 3⅜″	47·42	Eastern Bengal Railway.	·50
Hotgi Sholapur	3′ 3⅜″	9·65	Madras and Southern Mahratta Railway.	·90
Kanivihalli Swamihalli	3′ 3⅜″	12 00		1·00 on Section from chainage 0—6,700. ·30 on section from chainage 6,700 to 63,200.
Gudivada Bhimavaram	3′ 3⅜″	40·90		·35
Guntur Gurzala Macherla	3′ 3⅜″	80·44		·02

Name of line.	Gauge.	Mileage.	Working agency.	Progress of work. Proportion completed.
Dronachelam (Dhone) Kurnool	3′ 3⅜″	4·89	Nizam's Guaranteed State Railway.	·07
Dindigul Pollachi	3′ 3⅜″	75·49	South Indian Railway.	·34
Villupuram Trichinopoly	3′ 3⅜″	108·47		·52
Virudunagar Tenkasi	3′ 3⅜″	76·32		·85
Madura Bodinayakanur	3′ 3⅜″	55·19		·20
Cuddalore Vridhhachelam	3′ 3⅜″	34·99		·25
Rajula Road Rajula Extension	3′ 3⅜″	5·71	Bhavnagar Railway	·60
Hanumangarh Sadulpur Chord	3′ 3⅜″	45·60*	Bikaner Railway	*·50 represents work on Hanumangarh Nohar section. Actual length of the entire chord cannot be given as the survey is not complete yet.
Canal loop line	3′ 3⅜″	35·15		·75 on Kesrisinghpur-Raisinghnagar Section.
Vijapur-Ambaliasan Extension of the Kalol Vijapur Railway.	3′ 3⅜″	26·60	Baroda	·12
Halvad Maliya Extension	3′ 3⅜″	26·00	Dhrangadra	Progress reports not received.
Patna Kakoshi Kakhal	3′ 3⅜″	26·13	Gaekwar's Baroda	Patan-Kakoshi (16 miles) opened. Work on remaining section held in abeyance since 1916.
Vijapur Ransipur	3′ 3⅜″	14·10		Construction deferred since 1922.
Sibsar (Paneli Moti) Patan	3′ 3⅜″	7·35	Gondal	Work held in abeyance since 1922.
Marwar Sanderao	3′ 3⅜″	77·83	Jodhpur	·46 on Marwara junction to Jujawar. ·13 on Jujawar-Desuri. Works stopped since 1921.
Bantwa Kutiyana	3′ 3⅜″	11·17	Junagad	·81 (Bantawa Saradiya opened). Works on Saradiya-Kutiyana held in abeyance since 1916.
Veraval Una	3′ 3⅜″	48·00		1·00 Section up to Jambur and up to Prachi Road opened. ·37 on Prachi Road Jamwala section. Work deferred since 1925.
Shimoga Arasalu	3′ 3⅜″	26·80	Mysore	·80 (Works stopped since 1921).
Nanjangud Mysore Frontier	3′ 3⅜″	33·00		Nanjangud-Chamrajanagar Section opened. ·05 on Nanjangud-Hardhanhalli Section which has been temporarily closed since 1920.
Kurnool Extension of the S. G. Railway.	3′ 3⅜″	11·50	Nizam's Guaranteed State Railway.	First 28 miles opened. ·40 on miles 28-30·95 section.
Jambusar Kavi	2′ 6″	17·83	Bombay, Baroda and Central India Railway.	·00
Samni Dehej	2′ 6″	24·72		·00
Kangra Valley (Pathankot to Shanan).	2′ 6″	103·00	North Western Railway.	·50 on Pathankot to Guler. ·30 on Guler to Shanan.
Pandharpur Miraj Extension	2′ 6″	84·32	Barsi Light Railway	·80
Anjar Bachau	2′ 6″	23·75	Cutch	·03 Work stopped since 1917.
Dholpur Rajkhera	2′ 6″	22·34	Dholpur	·16 Work stopped since 1923.
Zhob Valley	2′ 6″	38·85	North Western Railway.	·81 on Hindubagh Kila Saifulla Section (opened on 2nd May 1927).
Parlakimedi Gunupur Extension	2′ 6″	31·63	Parlakimedi Light	Work not commenced.
Zankhvav Umerpada	2′ 6″	13·77	Baroda	·15

Coleroon Bridge, South Indian Railway.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

VIEWS SHEWING SCREWING OPERATIONS OF CYLINDERS.

52. Lines opened.—It will be seen that no new line of outstanding importance was opened during the year. The two Bengal Nagpur Railway projects—

(*a*) *the Talcher Coalfields line* which takes off the East Coast Section, and

(*b*) *the Barkakhana-Chandil* (formerly called the Hesla-Chandil) which is designed to provide for the development of the South Karanpura Coalfield,

should, however, be of more than local value in the future, as coal carrying lines.

Of the others, the *Shahdara-Narowal* broad gauge link is deserving of mention as a line cheaply and rapidly constructed under a guarantee from the Punjab Government; it was built to a low standard, at a cost of only Rs. 53,000 per mile, in ten months, and, though the country was flat and presented no construction difficulties, this result was decidedly creditable, especially as the above figure would have been lower by Rs. 2,000 per mile if rain had not caused considerable damage to the new banks in the closing stages.

The Burma Railways opened three branches as an instalment of their extensive programme of new lines. one of them, the *Mandalay-Madaya* being shown as a conversion of a previously existing 2′ 6″ tramway, though built on a new alignment.

The short length from *Landi Kotal to Landi Khana* may also be noticed as it completes the important and difficult Khyber Railway, which has been described in previous reports.

53. Lines under construction.—Of the total of 2,551 miles of lines of various gauges under construction at the end of the year, those mentioned below are the more important, including three (the Kazipet-Ballarshah, the Central Indian Coalfields line, and the Raipur-Vizianagram) which are being built to serve extensive undeveloped areas.

Kazipet-Ballarshah.

The Ballarshah Extension of the Nizam Guaranteed State Railway, 150 miles long, is perhaps of first importance, for it will open up a new broad gauge route from Madras to the North and effect a saving in distance of some 200 miles in the journey from Madras to Delhi. The section from Kazipet to Pedapalli has been already opened to traffic, and construction is now well advanced on the remaining portion, which passes through a difficult tract of country between the Godavari and Wardah rivers where there are large bridges. Good progress has been made with these bridges and the portion of the line between the two rivers is being rapidly completed. It is hoped that it will be possible to open it throughout for public traffic in the autumn of 1927-28.

The Central Indian Coalfields Railway.

This broad gauge project was described in the report for 1924-25 and is important as opening the way for development of the South Karanpura and Korea Coalfields; it will also open a shorter route for coal traffic to the North-West and West.

Of the two sections under construction, *i.e.*, the Daltonganj-Barkakhana (113 miles) and the Anuppur-Karimati (40 miles), progress during the year has on the whole been satisfactory but on the former section considerable damage was done by floods which delayed work. It is hoped to have both sections ready for opening to traffic by December 1928.

Raipur Vizianagram Railway.

This trunk line on the 5′ 6″ gauge, 261 miles in length, passes through a large undeveloped area, and will provide direct communication between

the Central Provinces and the new harbour now under construction at Vizagapatam on the east coast. It was described in detail in the report for 1924-25. The section of the line from Vizianagram to Parvatipuram, 48 miles long, was completed and opened to traffic in 1909.

During the year under review some realigning work has been carried out which will appreciably reduce the length of the line. Work at the northern and southern ends is progressing well but on the middle portion sickness and delay in obtaining possession of land have impeded progress. The line will be opened by sections as they are ready, but it is not expected that the whole line will be opened throughout till 1931.

Calcutta Chord Railway.

This is a short but important broad gauge connection across the Hooghly in the vicinity of Calcutta. The purposes it is intended to serve were explained in the last year's report.

Progress has been slow on account of the exceptional nature of the works comprised in the scheme, and the coal strike in England seriously delayed the supply of heavy plant required for sinking the caissons of the Bridge over the Hooghly at Bally; this was expected to arrive in October 1926, but did not begin to arrive till April 1927.

The connection will probably not be completed till 1930.

Amritsar-Narowal Railway.

The construction of this line, about 40 miles long on the North-Western Railway broad gauge was sanctioned in February 1926. It will traverse a fertile and well irrigated area and facilitate pilgrimage to the Sikh shrines at Dera Baba Nanak and Kartarpur; by giving a direct connection between Amritsar and Jammu it is also expected to stimulate the already considerable trade between the former and Kashmir. A length of 28 miles up to Dera Baba Nanak from the Amritsar end was opened shortly after the close of the year, but the remainder including a large bridge over the Ravi River is not expected to be finished until 1928.

Chak Jhumra Khushab Railway.

The construction of this broad gauge chord line by the North-Western Railway was sanctioned in two parts, (*i*) from Chak Jhumra to Chiniot in November 1926 and (*ii*) the remainder in April 1927. It will provide a cross connection between the Lyallpur District and Shahpur which is badly required and will also provide a shorter alternative route to Waziristan to the relief of the main line north of Lahore. About 80 miles of new line are involved and two large bridges over the Chenab and Jhelum rivers. It is hoped to open this line in 1929.

The Villupuram Trichinopoly Railway.

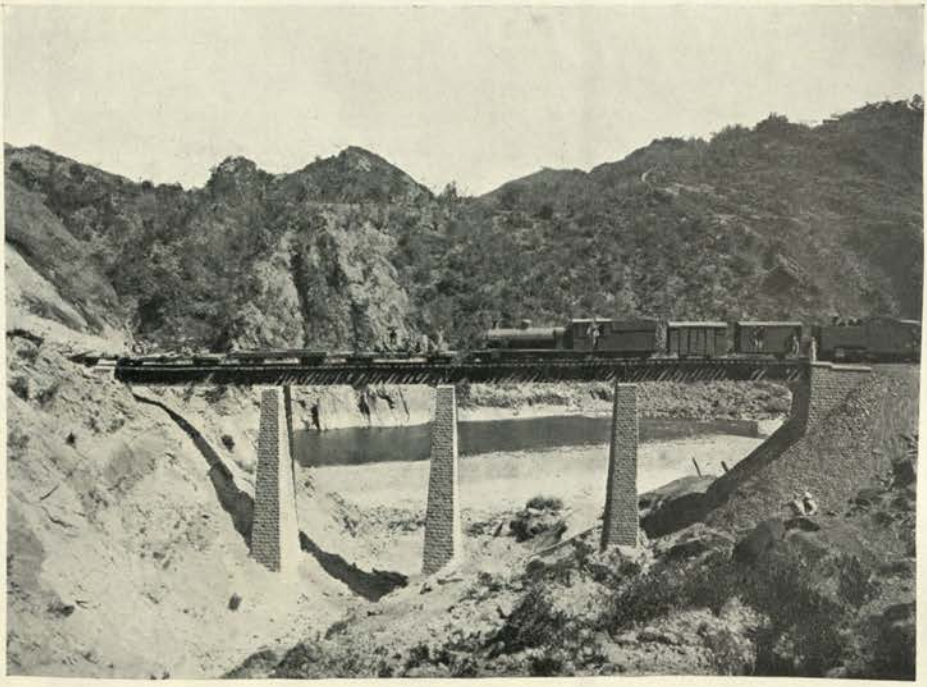
The construction of this metre gauge chord, on the South Indian Railway, 110 miles long, was put in hand in the year 1925-26. It is being built to main line standard and will form an alternative route between Madras and Trichinopoly. Its importance lies mainly in the relief it will afford to the existing main line, but it will also serve to open up and develop a populous tract of country.

Progress has been satisfactory but the supply of permanent way material has been interfered with by the coal strike in England. It is hoped to have the line ready for opening to traffic by the end of 1928.

The Shoranur Nilambur Railway.

The construction of this broad gauge branch on the South Indian Railway, 41 miles long, was sanctioned in May 1924. It is designed to open out and develop the Moplah country in the Malabar District with its import-

VIEW SHEWING GIRDER ERECTION IN PROGRESS AT GAJ.BRIDGE.



ONE OF FIVE VIADUCTS CONSTRUCTED.

ant forest areas. The portion from Shoranur to Angadipuram (18 miles) was opened to traffic by His Excellency the Governor of Madras on the 3rd of February 1927 and it is hoped to have the remaining and more difficult portion ready for opening by June 1927.

Kangra Valley Railway.

This line is a 2′ 6″ gauge extension from the North-Western Railway broad gauge terminal at Pathankot and traverses the wide and fertile tract known as the Kangra Valley. The line will shorten the journey to the important hill stations of Dalhousie and Dharamsala and is required for the transport of machinery and stores for the Uhl Hydro Electric Scheme and for maintenance of the transmission lines after opening. The Punjab Government, which has in hand the construction of the Hydro Electric Scheme, has agreed to guarantee this line against loss in working over a number of years.

Up to date the progress of work on tunnels, bridges and earthwork has been satisfactory and until lately it was hoped that the section of the line from Pathankot to Guler will be ready for opening in December 1927 and that from Guler to Shanan in July 1928. But recent heavy floods may make it impossible to realise this hope.

The Guntur-Gurzala-Macherla Railway.

This line is on the Madras and Southern Mahratta Railway metre gauge and is 80 miles long. It will open out the country lying between the main line of the Madras and Southern Mahratta Railway to Guntakal and the Kistna river, and will alleviate the effects of famines that periodically occur in the taluks of Sattanapalle and Palnad. Construction was sanctioned in January 1927. Land acquisition has been started and a little work done at Guntur. The line is expected to be completed by July 1929.

Virudhunagar Tenkasi. (Metre Gauge-76·32 miles).

Good progress was maintained on this South Indian Railway line which is expected to be completed and opened for traffic by the end of June 1927.

Dindigul-Pollachi. (Metre Gauge-75·49 miles).

Steady progress has been maintained on the construction of this line by the South Indian Railway although during the quarter ending 31st December 1926 cholera broke out at Pollachi. The probable date of opening for traffic is March 1928.

Taungdwingyi-Kaukpadang. (Metre Gauge-72·10 miles). Burma Railways.

Progress has been slower than anticipated owing to heavy rains and outbreak of cholera in certain sections. Half the work has been done on Taungdwingyi-Natmauk section, but progress on the Natmauk-Kyakpadaung section has been much less. The probable date of opening of the former section is April 1928, and that of the latter April 1929.

Myingyan-Natogyi-Paleik. (Metre Gauge-69·49 miles). Burma Railways.

There has been little progress on this work, which was sanctioned in September 1926, owing to delay in obtaining possession of the necessary land. The probable date of opening is May 1929.

Pandharpur-Miraj Extension. (2′ 6″ gauge-84·32 miles)

This extension of the Barsi Light Railway is practically complete and is expected to be ready for opening to all kinds of traffic by the end of September 1927.

54. New Construction Programme.—In recent Annual Reports reference has been made to the arrangements and investigations which were being made with a view to the adoption of a largely increased programme of new construction. The figure of "mileage under construction" has been steadily growing and the efforts of the Railway Board and the Railway Administrations have now materialised in the production of a 5-year programme of construction by each of the large Railways. These programmes have been prepared in collaboration with the Governments of the Provinces served by the several Railway systems and subsequently discussed by the Agents with the Railway Board. The procedure laid down, moreover, provides for the annual revision of the programme after further consultation with the Local Governments.

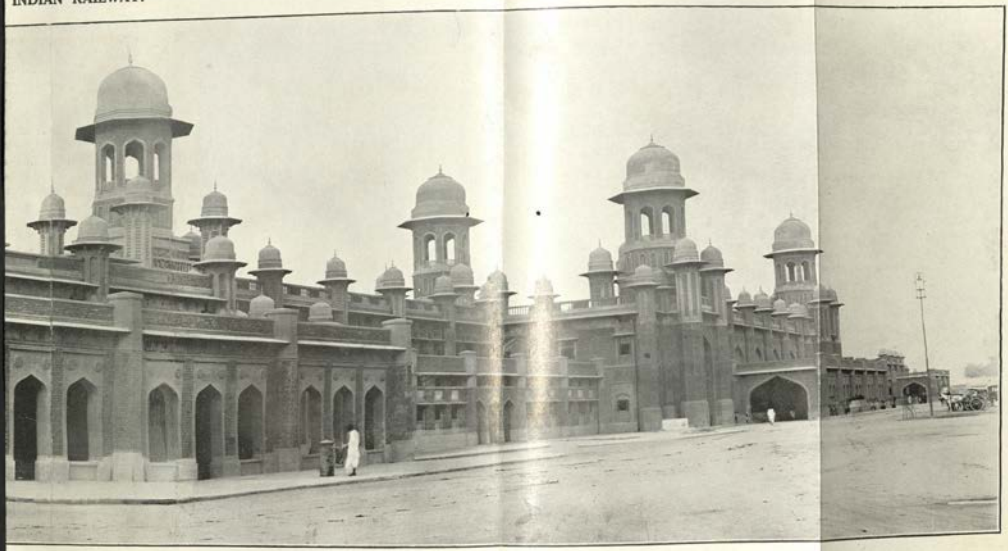
It cannot, of course, be expected that every one of the many projects, which have been included in the programmes, will prove after survey and estimating to be worth constructing, but since the sum of the total additional open line mileage shown in them amounts to over 7,000 miles at the end of the quinquennium, there appears to be no reason why the anticipations in last year's Report in regard to an annual addition of 1,000 miles to the open mileage of Indian Railways should not be realised.

Railway Engineers employed on the large Railway systems of India have sometimes been criticised in the past for a lack of ability to design low grade railways, so that the construction cost may be commensurate with the traffic that is expected to be carried, and it is recognised that, in order to build some of the lines included in the construction programme on a remunerative basis, special attention must be paid to the necessity for this. The Railway Board have, therefore laid down certain standards of construction ranging from the highest class which has to carry a fast and heavy traffic down to the lightest form of construction. Standards A & B are for main and branch lines respectively as ordinarily built. Then follows Standard C which is a light line of the same gauge as the parent line but may be built to the cheapest form of construction which will carry the expected traffic. With a suitable speed restriction lighter rails may be used than would be permissible on a Standard B line. Signals and inter-locking may be cut down or dispensed with and the buildings and quarters reduced to a minimum. Standard D is a still lighter form of construction intended for feeder lines and pioneer railways, which will usually be of a narrower gauge than the parent line and includes any system of rail transport. This latter system need have no regular stations, the train merely halting at road crossings and other suitable places to pick up passengers to whom tickets will be supplied by the Conductor of the train. Extra to these Standards is the H. M. (Heavy Mineral) Standard for dealing with heavy mineral traffic such as occurs from the coal fields. This standard provides for much heavier engines and train loads than any now in use in India.

With the standards now laid down it should be possible to choose one which will suit the traffic to be expected and give a fair return in almost every case, unless the nature of the country is such as to preclude the construction of a cheap railway, or there are special reasons which make it impossible for any railway to compete successfully with road traffic.

55. Electrification of Railways.—The electrification of railway lines in the Bombay area at present in hand comprises (*a*) on the Great Indian Peninsula Railway the suburban lines up to Kalyan and the main lines to Igatpuri and Poona: (*b*) on the Bombay, Baroda and Central India Railway the suburban lines between Church Gate and Borivli and the main line between Grant Road and Bandra. The work on the electrification of the Great Indian Peninsula Railway lines has reached an advanced stage and electrified services have already been opened between Victoria Terminus and Kurla and Thana *viâ* the Harbour Branch and between Victoria Terminus and Bandra. These services have become highly popular and promise to be entirely successful.

With a view to inaugurating electrified services on the whole of these sections as early as possible the work on the uncompleted portions is being vigor-



ucknow Station.

LIBRARY OF THE BOMBAY BRANCH

ously pushed forward. By the opening of these electrified services not only will Bombay derive a great benefit in the matter of a better distribution of its population, but on the railways' side a considerable reduction in the operating expenses will be effected.

Re-investigations into the advisability of electrification of suburban lines in the vicinity of Calcutta and Madras were also completed during the year. The results of these investigations are at present under consideration. Proposals for the electrification of the Trichinopoly-Madura and other sections of the South Indian Railway have also been under consideration by the Railway Board in view of the possibility of the supply of cheap power from hydro-electric sources.

An examination of hydro-electric schemes in the Madras Presidency, of which mention was made in the last year's report, was carried out during the year and the results of these investigations were under discussion with the Government of Madras at the end of the year.

56. Open line improvements.—A brief account is given below of the more important open line schemes which have been completed or were in hand during the year.

Assam Bengal Railway.

The water scheme at Pahartali was completed and the greater part of Pahartali's requirements have been supplied from this source since January 1927. Owing to the rate of filtration not being up to expectations, it has not been possible to supply Chittagong up to date. The cause is thought to be clogging of the filter beds on account of the sand used being too fine and to the first filling of the reservoir containing a large amount of impurities.

By the end of the year the carriage repair shop and painting and upholstery shops were practically complete.

Bengal and North-Western Railway.

The goods yards at Gonda and Barauni Junctions have been remodelled and seven wayside stations between Sonepore and Chupra have been interlocked.

The Indara-Phephna and Darbhanga-Dhang sections have been relaid with 50 lbs. rails.

Electric lighting has been installed at Barauni Junction and Tahsil Deoria stations and is in hand at Darbhanga, Narkatiaganj and Bhatni.

Bengal-Nagpur Railway.

The doubling of the line between Kamptee and Kalumna was completed and opened during the year, while the doubling between Goilkera and Monharpur which includes the Saranda tunnel made good progress. The Dharmaband-Kharkaree Chord is nearing completion and it is hoped that it will be opened for traffic by September 1927.

A new flag station was opened at Narkopi on the Purulia Lohardaga Section.

The development of the Argada Colliery has made steady progress and it is now in a position to despatch 25,000 tons of coal monthly.

The extension of the machine shop at Khargpur is practically complete.

Bombay, Baroda and Central India Railway. (Broad Gauge).

The quadrupled lines between Borivli and Bandra were opened for traffic in April 1926 and those between Bandra and Grant Road in October 1926.

Satisfactory progress has been made with the new locomotive workshops under construction at Dohad and it is hoped that they will be brought into use in 1929.

Good progress has also been made with the Mahalakshmi Overbridge the construction of which has been undertaken to replace two congested level crossings.

Work on the remodelling of Ahmedabad and Kankeria yards had been practically completed at the end of the year under review.

The rebuilding of the Bassein Bridges was completed and these were opened for traffic by H. E. the Governor of Bombay on 22nd January 1927.

The remodelling of Bhayndar station and Godhra yard has been completed.

Train control has been installed on the Kotah-Shamgarh and Kotah-Agra East bank sections.

The piers of Ambika, Kim, Poorna and Watrak bridges have been strengthened and two bridges have been strengthened on the Godhra-Ratlam-Nagda section.

(Metre Gauge).

Phulera Yard has been remodelled. A flag station has been constructed at Gulabpura between Bari and Rupaheli.

Additional transhipment facilities have been provided at Sabarmati and the tranship platform at Hissar has been extended.

Girder renewals have been completed on the Rewari-Bhatinda and Ajmer-Nasirabad sections.

Quarters have been built for the electric staff at Bandikui and Abu Road. Extensions have been carried out to the carriage and wagon shops, Ajmer.

Burma Railways.

The doubling of the main line between Pyu and Kyungon was completed and opened for traffic. The remodelling of the locomotive workshop at Insein made good progress during the year. The new bridge over the Myitnge river was completed and brought into use. Good progress was made on the remodelling of Insein, Pyuntaza and Thazi stations.

Eastern Bengal Railway.

The Parbatipur-Siliguri conversion to broad gauge, a distance of 85 miles, was completed and opened for traffic in September 1926.

The narrow gauge line connecting Krishnagar City station with Nabadwipghat, a place of pilgrimage on the river Bhagirati, was opened on 30th June 1926.

The Barrackpore Race Course siding 1½ mile in length was completed during the year but has not yet been opened to traffic.

Yard remodelling was completed during the year at 12 stations. Phase, one of the Sealdah remodelling consisting of additional stabling lines for passenger stock and more facilities for dealing with fish traffic, was nearing completion at the end of the year. Improved siding facilities at 10 stations on the Dacca District were provided and loops at 13 stations were lengthened. Additional loops were provided at Chashara.

Automatic train signalling between Calcutta South and Ballygunge was completed and brought into use in June 1926.

East Indian Railway.

The doubling of the grand chord line between Kastha and Ganjkhwaja on the Gya-Moghal Serai section is nearing completion and expected to be ready for opening in December 1927.

The work of remodelling Lucknow yard was nearing completion at the end of the year under review. The new station building was opened by His Excellency the Governor of United Provinces on December 19th, 1926.

Work on the extension of the locomotive workshops at Lucknow has progressed favourably and is expected to be completed by the end of 1929.

REMODELLING OF VICTORIA TERMINUS (BOMBAY).

The Bhagalpur-Mandar Hill Branch was opened after reconstruction on 1st October 1926.

The regirdering of the up track of the Lower Sone bridge was completed and the bridge opened for traffic in January 1927.

The remodelling of the yards at Kusunda, Mokameghat and Bareilly was completed and an up marshalling yard was constructed at Ondal. Remodelling was in progress at 12 other stations.

The second Up line between Asansol and Sitarampur and the second down line between Sitarampur and Grand Chord link Cabin were opened during the year. Train control on the Fyzabad-Moghalsarai section was opened on 10th June 1926.

Great Indian Peninsula Railway.

Electrified service between Victoria Terminus and Thana *viâ* Harbour Branch was opened for the public on 21st June 1926 and between Victoria Terminus and Thana *viâ* the main line on 1st November 1926. Foundations for the overhead structures of the Kalyan Karjat section of the main line Electrification were commenced. The preparation of the site for the Kalyan Power House was in hand and indents for plant had been submitted.

Good progress was made in the elimination of the Bhore Ghat Reversing station.

Of the remodelling schemes in hand, Nagpur was completed and Mazgaon was nearing completion in the year under review. Progress on Victoria Terminus was satisfactory.

Jodhpur Railway.

The remodelling of Jodhpur yard and the construction of the new locomotive running shed and yard have been completed. The extension of the goods shed yard and platform has filled a long felt want and has eliminated a most fruitful source of congestion. The completion of the remodelling of this yard has greatly facilitated the quick handling and transit of wagons.

The remodelling of the passenger yard at Luni is appoaching completion and it is anticipated that the major portion of the marshalling and goods yard will be completed during 1927-28.

The new arrangements for the locomotive water-supply at Jodhpur have been completed and new wells have been sunk at Marwar Pali and Samdari. The construction of the new bridge over the Luni river has been completed and considerable progress has been made in the replacement and renewals of girders in small bridges and culverts.

Madras and Southern Mahratta Railway.

Good progress has been made on the remodelling of the Perambur workshops.

The remodelling of Arkonam, Poona and Londa is almost complete while the remodelling of Jalarpet, Ghorpuri and Guntakal is well in hand. The Poona-Miraj train control system was extended to Belgaum during the year. The realignment of the main line near Jalarpet is practically completed but has not been brought into use yet as this depends upon the remodelling of the Jalarpet yard. With the exception of the foot-overbridges the widening of tracks between Karla and Moza on the Madras-Arkonam section is very nearly completed.

At Todiarpet Salt Depôt excavation for canals is practically completed. The Store sheds are about half completed and about 75 per cent. of the staff quarters have been erected.

H. E. H. the Nizam's Guaranteed State Railways.

The interlocking of Hyderabad yard (metre gauge) was completed and brought into use. High level platforms and small booking offices were constructed at certain suburban halts.

With the installation of electric detection and track circuiting the interlocking of Secunderabad station was completed. Extensions were completed at Secunderabad to the sewage system, water supply and electric equipment of quarters.

Work was continued on the remodelling of workshops at Lallaguda.

North-Western Railway.

A notable performance was accomplished in track renewals during the year. Some 300 miles of rails were replaced and 700 miles of sleepers renewed, and but for the failure of one of the largest suppliers of cast iron sleepers an even better record would have been obtained.

Pucca station buildings have been provided at 9 stations in place of kutcha ones. Defensible station buildings and staff quarters have been completed at Khairabad, Jahangira Road and Taru Jabba. 14 stations have been remodelled during the year or have been subjected to additions and alterations.

The Clifton Road overbridge at Karachi was completed. A skew girder bridge over the Pakpattan Canal was constructed and many canal feeder bridges in connection with the Sutlej Valley Irrigation project have been completed or were nearing completion.

A temporary office has been built at Lahore for the Chief Engineer, Surveys and Construction, and an extension to the headquarters office is in hand.

Many boundary walls have been provided at important stations on the Lahore and Multan Divisions in order to stop trespassing.

Substantial progress has been made with the bridge strengthening programme. The more important bridges in hand are the Attock Bridge over the Indus, the Alexandra Bridge at Wazirabad over the Chenab, the Adawahan Bridge over the Sutlej, and the Jhelum Bridge.

Considerable progress was made by the Signalling and Interlocking Department in extending the train control system, installing interlocking at a number of non-interlocked stations and remodelling the interlocking at others.

The extensive programme of providing electric installation at various stations is proceeding satisfactorily. Those nearing completion at the end of the year were Ferozepur, Amritsar, Bhatinda, Peshawar, Ambala, Khanewal and Lyallpur at which stations the generating plant is the property of the railway. Installations obtaining energy from local supply companies have been completed at Rawalpindi and Multan and are in hand at Karachi, Hyderabad, Shikarpur, Saharanpur, Shadara and Badami Bagh.

South Indian Railway.

A considerable amount of work was done during the year on the scheme for providing additional tracks and other facilities between Madras and Tambaram.

Satisfactory progress was made on the new broad and metre gauge workshops at Trichinopoly and the work is expected to be completed in March 1928.

The conversion of the Erode Branch from metre to broad gauge has been taken in hand. It is expected that the work will be completed in about two years.

Good progress has been made with the work of remodelling of Trichinopoly Junction.

57. Railway Facilities in and around Delhi.—During the year under review a scheme for the improvement of railway facilities near Delhi was generally approved by the Railway Board. This scheme which was estimated to cost about Rs. 84 lakhs included the provision of an interchange goods yard at Shakurbasti and a broad gauge engine shed at Kishenganj, the

Regirdering of the Alexandra Bridge, North-Western Railway.

VIEW OF COMPLETED BRIDGE.

construction of a central goods depôt at Delhi Sadr and the replacement of the existing passenger station at Delhi Sadr by a new station near the Ajmere Gate overbridge.

58. Vizagapatam Harbour Scheme.—Good progress was made with the work on the Vizagapatam Harbour construction during the year. The rock breaker and dipper dredger, mentioned in last year's report, arrived and started work in 1926 and the large suction dredger, which was built at Renfrew, Scotland, arrived in January 1927. The latter was at once put to work on deepening the channel from the sea into the harbour but unfortunately it met with a serious accident. During a storm in March the vessel broke away from her moorings and went aground. Considerable difficulty was experienced in getting her off and owing to the rough weather prevailing at the time she was rather badly damaged. Later, the vessel was towed to Calcutta and arrangements made for repairs which it is hoped will be completed by September. Though the dredging of the harbour will be unavoidably delayed on account of this accident, work on the other portions of the scheme is being vigorously pushed forward. Progress is well ahead of the programme on the sinking of the monoliths for the quay wall about a third of which has been completed. Besides the works comprised in the original scheme, the construction of a separate manganese wharf and stores godowns has been sanctioned and taken in hand. As a result of investigations carried out by a malarial expert measures are also being undertaken for the prevention of malaria in and around the harbour area.

59. Working of Railways in the Cawnpore Area.—Four railways meet at Cawnpore, *viz.*, the East Indian, Great Indian Peninsula, the Bombay, Baroda and Central India and the Bengal and North-Western and they have hitherto had independent station yards of their own. The great increase in interchanged traffic has rendered this arrangement most unsuitable and expensive, resulting in much delay and over-lapping and duplication of work. A special officer was, therefore, deputed to look into the problem with a view to devising a co-ordination of railway facilities at Cawnpore by which more expeditious and economical working could be secured. As a result of this investigation a scheme estimated to cost Rs. 77,00,000 was drawn up and sanctioned in September 1926.

60. Long distance passenger traffic of the Bombay, Baroda and Central India Railway at Belassis Road.—In 1925, the Railway Board appointed a special officer to enquire into the whole question of the terminal facilities in Bombay. As the present terminus of the Bombay, Baroda and Central India Railway at Colaba is to be closed in connection with the development proposals of the Bombay Improvement Trust, it was necessary to find a new site for it. The question arose whether a new station should be built at Belassis Road for this traffic or whether the Bombay, Baroda and Central India Railway should share Victoria Terminus with the Great Indian Peninsula Railway for long distance traffic.

If it were a question of starting fresh with a clean sheet, there is little doubt that great economies could be effected by dealing with all the main line passenger and parcel traffic from and to the great areas served by the Great Indian Peninsula and the Bombay, Baroda and Central India Railways in one well-equipped and centrally situated terminus in Bombay. The expenditure on platforms, waiting rooms, booking offices and other amenities as well as office accommodation and supervision, which has largely to be duplicated in two terminal stations, is an important factor in the general working of the railway for which no direct return is obtained. But to deal with this traffic satisfactorily from the point of view of the public, it is essential that a single terminus should be sufficiently central to avoid inconvenience to passengers either in arriving or departing. Railway business depends, however, for its prosperity very largely on avoiding inconvenience to the public and in the case of Bombay there is good ground for believing that Victoria Terminus is not so centrally situated as to be the most convenient site for a joint terminus for both railways. The special officer's investigations supported the view that at present Victoria Terminus

is on the whole more distant from the bulk of the population than Belassis Road, the advantage in favour of the latter station being about half a mile. Of the various Chambers and Associations consulted, 9 were in favour of a separate station at Belassis Road and 3 in favour of the combined station.

In deciding the question it was necessary to consider the direction of the future development of Bombay. Whereas in the southern part of the island there is the Back Bay Reclamation, which, if it were to result in a large residential population settling on the new land near Colaba, would move the centre of gravity southwards, various schemes in hand or in contemplation rely on the movement of residents in the opposite direction, and taking all schemes together it is practically certain that the centre of gravity will not move southwards.

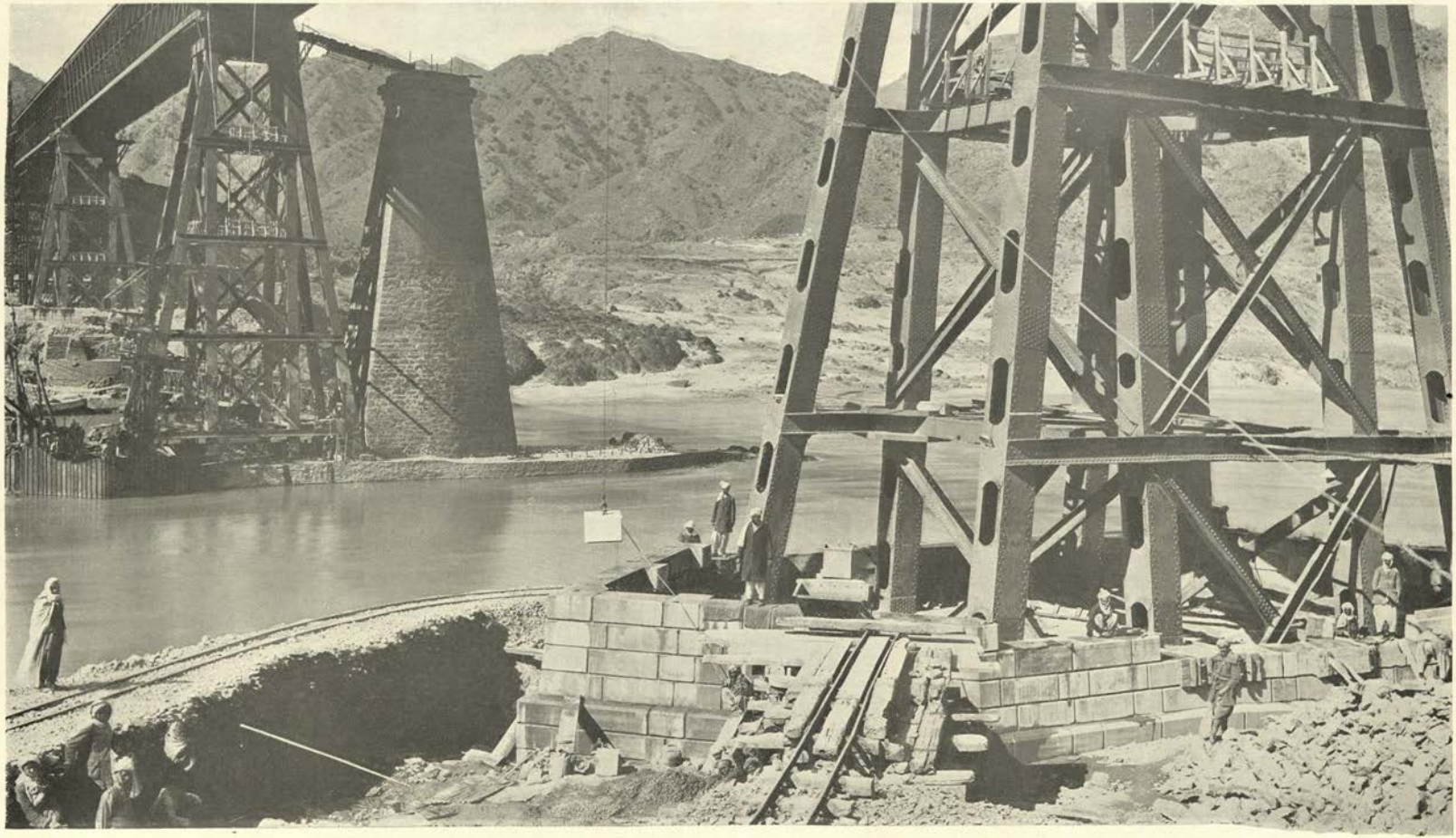
A very important point, however, which influenced the final decision was the lack of space at Victoria Terminus for future extension. Although it would have been possible to find room at Victoria Terminus for the present long distance traffic of both railways, the provision for the future normal increase in such traffic would have necessitated very heavy expenditure. Moreover the land for the Belassis Road Terminus had already been acquired, and, as the further necessary expenditure in connection with the work was estimated at Rs. 53 lakhs, it was decided that the preferable course was to provide a separate new Terminus for the Bombay, Baroda and Central India Railway. The work has therefore been put in hand.

61. Dismantlement of the Arakan Light Railway.—In view of the unsatisfactory financial results of working the Arakan Light Railway, an isolated line of some 18 miles in length on the 2′ 6″ gauge in the west of Burma, combined with the absence of any prospect of improvement in future and the fact that the line was in a bad state of repair, the Government of India with the approval of the Secretary of State bought out the line on 1st April 1926 from the Liquidators of the Arakan Light Railway Company and decided to dismantle it. The dismantlement is in progress at present.

62. Rules for the preparation of Railway Projects.—In view of the large programme of new construction now in hand and contemplated, it was considered necessary during the year to revise the orders relating to the preparation of project reports and estimates to ensure uniformity in the method of examining and estimating for new projects. The existing orders were contained in a technical paper issued by the Railway Board but had not the character of authoritative rules binding on all Railway Administrations. Moreover, they contained a good deal of matter which was in the nature of advice rather than rules. A revised and up-to-date edition of the rules has, therefore, been prepared and issued, and with it a supplement, in the shape of a technical paper, in which have been embodied those parts of the matter in the earlier paper which were in the nature of advice, as well as additional advice, more especially on the estimation of traffic earnings and working expenses. An important principle embodied in the new rules is that the results of the traffic survey, to which is now given the greater prominence it merits, are made the basis for fixing the standard of construction to be adopted.

63. Revision of the rules for the acquisition of land for new railways.—Further, in consequence of the serious rise in the price of land during recent years, the Railway Board have had under consideration the need for revision of the instructions regarding land widths to be taken up for railway constructions, with a view to reducing, to a minimum, the amount of land to be acquired. After careful consideration of the question, the Railway Board came to the conclusion that the land widths prescribed previously were in excess of the minimum requirements compatible with safety. They accordingly issued, in February 1927, revised tables of land widths to be adopted in the case of all future constructions, in which the amount of land to be acquired has been substantially reduced.

Reconstruction of Attock Bridge, North-Western Railway.



VIEW SHEWING OPERATIONS IN PROGRESS.

CHAPTER IV.

TRANSPORTATION AND WORKING.

64. Operating Statistics.—Last year's report explained that a complete review of the extensive business of a railway is difficult unless the operations are reduced to comprehensible terms by means of statistics. It was also mentioned that statistics are not only intended to register good results but to indicate the directions in which improvements are needed.

Business handled.—The first thing to notice is the work done or business handled by the railways during the year. This is best expressed by the terms net ton miles and passenger miles, which mean the number of tons or passengers carried multiplied by the distance over which they are moved. The figures for Class I Railways, which alone account for about 97 per cent. of the total traffic of all Indian Railways, are :—

	Class I—Railways, all Gauges (in thousands).			
	1924-25.	1925-26.	1926-27.	Percentage increase or decrease compared with 1925-26.
Net ton miles	21,063,684	19,661,723	**20,103,214**	+2·24
Passenger miles	19,102,445	19,512,534	**19,603,413**	+0·47

Service Performed.—The next thing to notice is the service performed in handling the business, in other words, the train miles run. Statement 17 in Volume II gives the train and engine miles of Class I Railways and statement 36 gives similar information for Class II and III Railways. The train miles are shown separately under passenger, mixed, goods and departmental. The engine miles are shown under shunting, assisting required, assisting not required, light and departmental. Assisting required miles are the miles run by engines attached to trains for banking or assisting purposes. Assisting not required miles are the miles of engines in steam which are attached to trains to prevent their running light, and which are not required for banking or assisting purposes. By 'departmental' is meant that the service is for the exclusive use of Railway material or employees. The following table shows the passenger and goods train miles for the last 3 years :—

	Class I—Railways, Broad Gauge (in thousands).				Class I—Railways, Metre Gauge (in thousands).			
	1924-25.	1925-26.	1926-27.	Percentage of variations with 1925-26.	1924-25.	1925-26.	1926-27.	Percentage of variations with 1925-26.
Passenger train miles	49,084	51,787	**56,211**	+8·5	14,854	15,650	**16,452**	+5·1
Goods train miles .	43,472	40,888	**40,594**	—0·7	14,129	14,349	**14,600**	+1·7

There was thus an increase of over 8 per cent. in passenger train miles on the broad gauge and of 5 per cent. on the metre gauge. The goods train miles on the other hand have not varied much in the last two years.

Average speed.—The average through speed of passenger trains on the broad gauge has increased from 19·5 to 19·9 miles per hour and of goods trains from 9·58 to 9·84. The average through speed is the average speed of a train from start to finish inclusive of stops *en route*.

Average load.—The average number of tons carried in goods trains on the broad gauge has advanced from 372 to 381 tons. As a result of these improvements in speed and load of goods trains the comprehensive figure of gross ton miles per train engine hour has increased from 7,368 tons to 7,725 tons, an increase of 4·8 per cent. The average number of tons per metre gauge train has increased from 155·8 to 156·7 and the gross ton miles per train engine hour on the metre gauge from 3,118 to 3,176.

The average number of tons per wagon on the broad gauge has increased from 12·6 to 12·9 and on the metre gauge has remained stationary at 6½ tons.

Engines.—The engine miles per day per engine on the line have advanced considerably on the broad gauge from 57·8 to 76·2 miles and on the metre gauge from 63·3 to 65·4 miles, thus indicating that greater use has been got out of the engines. At the same time the percentage of engines under or awaiting repairs in mechanical workshops and transportation sheds has decreased on the broad gauge from 22·7 to 21·9 and on the metre gauge from 19·4 to 19·0.

Rolling Stock.—The percentage of passenger vehicles under or awaiting repairs has decreased from 15·9 to 13·4 on the broad gauge and from 12·0 to 11·1 on the metre gauge.

The average daily number of unserviceable goods wagons on the broad gauge has dropped from 9,800 to 8,818, and on the metre gauge from 4,188 to 3,980. These decreases are due to the improvements effected in the arrangements for repairs of rolling stock and the effect is that there were nearly 1,000 more wagons available for use daily on the broad gauge and 200 on the metre gauge. The average percentage of unserviceable wagons to the total goods stock dropped from 6·62 to 5·78 on the broad gauge and from 6·92 to 6·41 on the metre gauge.

Shunting engine miles.—The shunting engine miles of the last three years compare as follows, shunting being reckoned at 5 miles to the hour :—

	Class I—Railways, Broad Gauge.				Class I—Railways, Metre Gauge.			
	1924-25.	1925-26.	**1926-27.**	Percentage of variations with 1925-26.	1924-25.	1925-26.	**1926-27.**	Percentage of variations with 1925-26.
	(in thousands.)				(in thousands.)			
Passenger and proportion of mixed	3,600	3,679	**3,404**	—7·5	1,425	1,500	**1,504**	+0·3
Goods and Proportion of mixed .	19,538	17,543	**16,897**	—0·37	6,825	6,779	**6,707**	—1·1

In consequence of this general reduction in shunting engine mileage the percentage of shunting miles to train miles again shows a decrease in every case.

	Broad Gauge.				Metre Gauge.			
	1924-25.	1925-26.	**1926-27.**	Percentage of variations with 1925-26.	1924-25.	1925-26.	**1926-27.**	Percentage of variations with 1925-26.
Shunting miles per 100 train miles (Passenger and proportion of mixed.)	6·65	6·46	**5·62**	—13·0	5·92	5·85	**5·64**	—3·09
Shunting miles per 100 train miles (Goods and proportion of mixed.)	42·5	40·5	**39·7**	—1·98	32·9	32·3	**31·8**	—1·55

65. Among individual railways the following results call for notice.

Eastern Bengal Railway.

The average net load of a goods train has increased from 352 to 360 tons on the broad gauge and from 169 to 185 tons on the metre gauge. The net ton miles moved per wagon day have improved from 136 to 155 on the broad gauge and from 94 to 105 on the metre gauge.

Owing to its short leads, numerous transhipments, terminals and junctions and its short average distance between stations this railway has always had a very high percentage of shunting miles to train miles. During the past three years special efforts have been made to reduce shunting engine hours by the use of Servis recorders and marshalling yard statistics. The results achieved have been satisfactory as the following figures show:—

Year.	Shunting miles per 100 train miles—Goods.	
	Broad Gauge.	Metre Gauge.
1924-25	112·1	69·4
1925-26	93·3	59·9
1926-27	**86·0**	**59·2**

In vehicle oil consumption the broad gauge figures show a considerable improvement during the past two years.

Pints of oil consumed per 1,000 vehicle miles.

1924-25	3·37
1925-26	2·97
1926-27	**2·24**

The metre gauge figures have remained at about 1·27 pints per 1,000 vehicle miles during the past three years, which figure compares favourably with other metre gauge railways.

East Indian Railway.

The average net load per goods train has increased from 417 tons to 434 tons. The percentage of shunting miles to train miles has fallen from 5·6 to 4·5 in Passenger service and from 41·8 to 41·0 in Goods service.

Great Indian Peninsula Railway.

Train miles per day per engine in use have increased from 141 to 149 miles. The percentage of shunting miles to train miles has been reduced from 14·3 to 13·1. The average net load per goods train has increased from 320 tons to 325 tons.

North Western Railway.

The percentage of shunting miles to train miles shows a reduction from 9·7 to 7·3 in Passenger service and from 37·1 to 35·8 in Goods service.

Engine miles per day per engine on the line have increased from 48·9 to 55·8 miles and per engine in use from 90·3 to 97·1 miles.

The average net load of goods trains has advanced from 343 to 372 tons.

The average wagon load has risen from 10·9 tons to 11·5 tons, and the net ton miles per wagon day from 237·9 to 244·4 miles.

66. Fuel Economy.—Fuel economy has been receiving special consideration during the year under review. The attention of railways has been drawn to various possible sources of wastage, and, in order to effect economy in every possible way, each of the State-worked railways has placed an officer on special duty together with fuel inspectors and other staff. Their duties are to devise, and put into operation, measures for the prevention of loss in fuel during transit and when stored at locomotive sheds, also to ensure the better utilisation of fuel issued to locomotives, and to instruct

the engine staff how to perform their duties in a manner most likely to ensure efficient and economical consumption of coal. The larger of the Company-worked railways have also instituted similar methods to ensure economy in fuel and, of these, the Madras and Southern Mahratta Railway was early in the field with very good results. As soon as further experience has been accumulated a committee will be appointed to consider the progress made on different railways and suggest the lines along which the energies of the special staff appointed can best be directed to obtain the most fruitful results.

A committee appointed by the Indian Railway Conference Association is considering the question of the most suitable design of coal-handling plant for locomotive sheds. The adoption of such plant at stations where the consumption is sufficient to warrant it, is expected to conduce to further economies.

The results of these special efforts so far obtained have been encouraging and, with the increased attention that is being paid to this feature of railway operation and, also, with the conversion of saturated locomotives to super-heater, it is hoped that still further improvement will result.

The total fuel consumption on Class I Railways dropped from 6,610,361 tons in 1925-26 to 6,494,188 in 1926-27 a decrease of 116,173 tons, in spite of an increase in train and engine mileage of 6½ million miles.

The following are the figures of Class I Railways for the last three years :—

	Lbs. of coal consumed per 1000 gross ton miles (Passenger and proportion of mixed).	Lbs. of coal consumed per 1000 gross ton miles (Goods and proportion of mixed).
Broad Gauge.		
1924-25	206·4	148·5
1925-26	190·3	142·9
1926-27	**185·5**	**139·4**
Percentage decrease in coal consumption compared with 1925-26.	2·52	2·45
Metre Gauge.		
1924-25	194·8	159·3
1925-26	194·8	158·9
1926-27	**189·7**	**154·4**
Percentage decrease in coal consumption compared with 1925-26.	2·62	2·83
Narrow Gauge.		
1924-25	414·0	455·0
1925-26	406·8	425·1
1926-27	**393·0**	**379·2**
Percentage decrease in coal consumption compared with 1925-26.	3·39	10·8

NOTE.—The figures for 1924-25 and 1925-26 differ from those quoted in previous reports in that it has now been decided to include the coal used for lighting up engines in addition to the coal used by engines during their run.

On individual railways the principal reductions were as follows :—

Bombay, Baroda and Central India Railway.

The lbs. of coal consumed per 1,000 gross ton miles fell on the broad gauge from 199·5 to 180·1 lbs., (Passenger service) and from 120·5 to 114·7 lbs. (Goods). On the metre gauge the consumption was reduced from 218·6 to 197 lbs. (Passenger) and from 156·2 to 145·1 lbs. (Goods).

Eastern Bengal Railway.

The coal consumption shows a considerable improvement both on the broad gauge and metre gauge. The figures are :—

Lbs. of coal consumed per 1,000 gross ton miles.

	Broad Gauge.		Metre Gauge.	
	1925-26.	**1926-27.**	1925-26.	**1926-27.**
Passenger and proportion of mixed	235·1	**206·8**	214·6	**199·1**
Goods and proportion of mixed	132·2	**114·8**	164·9	**140·0**

East Indian Railway.

The consumption per 1,000 gross ton miles was reduced from 171·8 to 164 lbs. in Passenger service and from 127·7 to 121·7 lbs. in Goods service.

Jodhpur Railway.

The lbs. per 1,000 gross ton miles fell from 211·9 to 191·5 lbs. (Passenger) and from 184·2 to 169·6 (Goods).

Madras and Southern Mahratta Railway.

Compared with 1925-26 the coal consumption has fallen on the metre gauge, but risen slightly on the broad gauge.

Lbs. of coal consumed per 1,000 gross ton miles.

	Passenger.		Goods.	
	1925-26.	**1926-27.**	1925-26.	**1926-27.**
Metre Gauge	183·6	**174·9**	189·3	**184·3**
Broad Gauge	157·2	**163·4**	124·4	**125·5**

A comparison with 1919-20 figures, however, shows that during 1926-27 22,657 fewer tons of coal were consumed over the entire system in spite of an increase in train and engine mileage of over two million miles.

His Exalted Highness the Nizam's Guaranteed State Railways.

A fall is recorded on the metre gauge from 285 to 278·7 lbs. (Passenger) and from 184·6 to 169·7 (Goods), while on the broad gauge consumption fell from 153·2 to 138·2 lbs. on Goods service and remained stationary at 190 lbs. on Passenger service.

South Indian Railway.

The coal consumption has slightly fallen except on the broad gauge (Passenger service) the figures being:—

Lbs. of coal consumed per 1,000 gross ton miles.

	Passenger.		Goods.	
	1925-26.	**1926-27.**	1925-26.	**1926-27.**
Metre Gauge	200·5	**200·0**	135·9	**134·1**
Broad Gauge	175·7	**181·6**	160·7	**151·1**

67. Running of passenger trains.—Last year's report explained that, while it is necessary to leave to individual administrations the details of running of trains, the Railway Board review the position periodically by means of statistics. It was also mentioned that the heavy programmes of renewals and schemes for improvements interfere seriously with the punctual running of trains and it is by no means an easy matter to reconcile the conflicting interests.

From the figures given below for February 1927 it will be seen that the general position on Class I Railways remains much the same as in 1926, in which year there was a considerable advance over 1925. Every effort is however being made by Railway Administrations to improve on these figures.

	Percentage of trains arriving right time or less than 10 minutes late to number of trains run.				All Trains.		
	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.	Percentage of trains arriving right time to number of trains run.	Percentage of trains arriving under 10 minutes late to number of trains run.	Percentage of trains arriving right time or less than 10 minutes late to number of trains run. (Column 6 + Column 7)
1	2	3	4	5	6	7	8
Broad Gauge.							
February 1926 . . .	80·6	81·5	98·5	82·4	71·8	16·4	88·2
February 1927 . .	**77·9**	**84·4**	**97·5**	**83·7**	**73·6**	**15·4**	**89·0**
Metre Gauge.							
February 1926 . . .	74·8	77·4	95·3	85·2	70·5	11·2	81·7
February 1927 . .	**72·2**	**77·1**	**93·8**	**89·1**	**68·2**	**13·4**	**81·6**

68. Great Indian Peninsula Railway Electric Service.—The electrified service between Victoria Terminus and Thana, *vid* the Harbour Branch

was opened for public traffic on the 21st June 1926 and between Victoria Terminus and Thana, *viâ* the main line on 1st November 1926.

This service has shown considerable development during the year. In February 1927, 2,040 electric trains and 600 steam trains were run on the main suburban section up to Thana and 5,700 electric trains on the Harbour Branch.

As the train service increased the consumption of watt hours per ton mile decreased and the present figure is comparable with that obtained on similar electric systems in other parts of the world. The extent of delays to traffic due to defective trains has fluctuated during the year, being highest in July and November, probably due to the introduction of 4 new motor coaches on 21st June and 6 new motor coaches on 1st November. There have been 34 faults on the overhead equipment during the year, 27 of which were caused by birds. Bird protection has now been installed throughout.

Details of traffic on the Harbour Branch during 1926-27 as compared with 1925-26 are as follows :—

	Train miles per day.	No. of passengers.	Earnings.
			Rs.
1926-27	**2,921**	**16,220,076**	**13,10,889**
1925-26	740	4,844,244	3,17,755
Increase	2,181	11,375,832	993,134

It must be noted however that the apparent increase in numbers and earnings does not for the most part represent new traffic but existing traffic diverted from the Great Indian Peninsula Railway main line and the Bombay, Baroda and Central India Railway. Figures of Bombay Local and suburban traffic on the Great Indian Peninsula and Bombay, Baroda and Central India Railways for the last 3 years are given below :—

Number of Passengers carried.

	Great Indian Peninsula Railway.	Bombay, Baroda and Central India Railway.	TOTAL.
1924-25	25,605,771	40,961,298	66,567,069
1925-26	28,252,512	40,315,816	68,568,328
1926-27	**31,797,351**	**38,918,616**	**70,715,967**

69. Road Motor competition.—As has been the experience in other countries, Railways in India are beginning to feel the pressure of road motor competition. At present this is especially felt in the neighbourhood of large cities and suburbs but in some parts of the country motor services which parallel or short circuit railway routes have also made their appearance.

The general policy adopted by Railway Administrations is to meet such competition by endeavouring to afford to the public equal or better railway service than road transport can give while taking full advantage of the additional business brought to the railways by such motor transport as can act as feeders or distributors.

In Bombay the introduction of new motor bus services which chiefly cater for the better class of passengers has slightly affected the 1st and 2nd class traffic of the Bombay, Baroda and Central India Railway.

In and around Calcutta motor bus competition has been particularly active on some of the suburban sections of the East Indian and Eastern Bengal Railways. Detailed statistics are being maintained of all such competitive services and the matter is being closely watched.

The earnings of the Kalighat-Falta Railway in Bengal have been seriously affected in the last 2 years by motor buses plying on the District road alongside the railway. Similarly the Burdwan-Katwa Railway reports a falling off in passengers due to competition with motor buses on the road which runs close to the line.

In Rangoon the number of suburban passengers has been steadily decreasing in the past 3 years owing to the extension of the electric tramway service and motor buses.

With regard to other traffic the Great Indian Peninsula Railway reports that there are about 36 motor services competing for passenger traffic on different parts of the railway.

The Madras and Southern Mahratta Railway attribute the decline in their upper class earnings to the fact that private motor cars are being increasingly resorted to.

In the area served by the North Western Railway road motor traffic is rapidly developing in many places, especially between Kalka and Simla, Lahore and Amritsar, Amritsar and Batala around Jullundur, between Kohat and Peshawar, Kohat and Bannu and along the Khyber Railway.

On the South Indian Railway additional shuttle services were introduced between Madras and Conjeevaram on the metre gauge to compete with road motor services and some additional trains were also introduced on the Travancore Railway.

On the Rohilkund and Kumaon Railway motor bus competition has been felt along the Bareilly-Kathgodam road and an extra train has been put on to meet this.

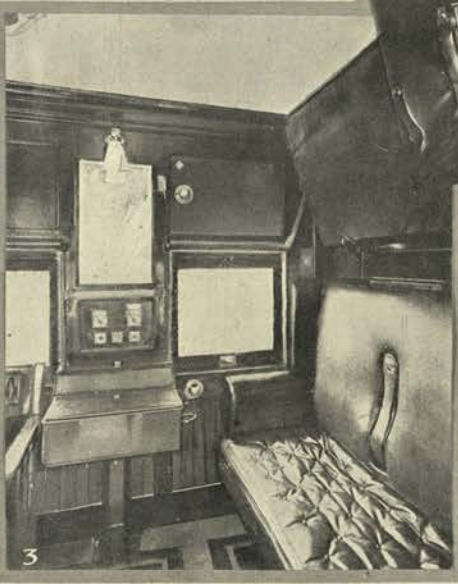
Among the many methods of meeting road competition one instance may be mentioned in which the East Indian Railway introduced an experimental rail omnibus consisting of a bogie 3rd class carriage and a small engine from 1st December 1926 between Katrasgarh and Phularitand on the Asansol Division. The purpose of the rail omnibus is to serve short distance traffic by picking up and setting down passengers at level-crossings and elsewhere, tickets being issued on the train by a Conductor. Up to 31st March 1927, 4 trips in each direction were made daily and over 6,000 passengers per month were carried by the rail omnibus. It is intended to extend the service to Dhanbad and also to institute a similar service between Dhanbad and Pathardih *viâ* Jherriah.

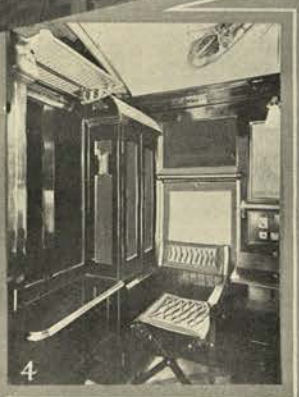
On other Railways similar experiments have been made after carefully studying the local requirements of passengers and in some cases it has been found necessary to replace the ' rail omnibus ' by a full length train in order to meet the development of traffic effected.

Experiments have also been in progress with self propelled coaches such as the ' Sentinel ' and during the year enquiries were prosecuted in Great Britain and America regarding experimental work of this kind in those countries. The problem of finding the most suitable power unit for this class of work is one which continues to engage close attention.

70. Imperial Indian Mail.—From 5th November 1926 a new standard of travel was instituted in India by the commencement of the improved weekly mail service between Bombay and Calcutta in connection with the inward and outward English mail. Two new rakes have been provided for this service by the East Indian Railway and Great Indian Peninsula Railway and the train has been called the ' Imperial Indian Mail '. The accommo-

Imperial Indian Mail, G. I. P. Railway.





1. INTERIOR OF RESTAURANT CAR.
2. A DOUBLE-BERTH COMPARTMENT.
3. UPPER AND LOWER BERTH COMPARTMENT.
4. INTERIOR SHEWING NEW WARDROBES, ETC.

dation provided is equal to that on the most modern European through services and with sleeping accommodation, a dining car, baggage van and special attendants, passengers by this service can accomplish the journey in great comfort. Under a business arrangement with the Peninsular and Oriental Steam Navigation Company booking of seats in this train is arranged in advance in London for the outward journey and in Calcutta for the homeward journey—an additional fee of Rs. 25-8-0 being charged over the ordinary first class fare.

71. Vacuum Brake for Goods Trains.—For some years after the introduction of the vacuum brake on broad gauge wagons on Indian Railways it was only used partially and progress in extending its use was slow during the war period when materials were not easily available. It was evident however that the full value of this equipment could not be obtained so long as the paucity of wagons fitted prevented its use throughout a train. The Railway Board therefore impressed on all broad gauge Railway Administrations the importance of increasing the number of goods wagons equipped with vacuum brake with a view to running all goods trains with vacuum brake throughout from engine to brake van. The matter has also been taken up by the Indian Railway Conference Association and a system of penalties was devised in regard to the interchange of wagons not properly equipped. The advantages of this method of operation are briefly :—

(*a*) enhanced safety in train operation with better control and greater confidence to the driver;

(*b*) improvement in train speeds;

(*c*) through communication between guard and driver rendering it possible for the guard to apply the brake in case of emergency;

(*d*) reduction in brake van tonnage on Ghat sections with corresponding increase of paying freight;

(*e*) longer life of the rubber fittings of the brake as the brake is in continuous operation and the fittings do not deteriorate through disuse;

(*f*) localisation and prevention of theft of vacuum fittings.

It is satisfactory to record that the efforts of the Board and of Railway Administrations have now resulted in the majority of broad gauge goods trains being equipped with the brake throughout. The figures for the month of March 1927 were as follows :—

Percentage of goods trains run with through vacuum throughout.

Bengal Nagpur	85·2
Bombay, Baroda and Central India	99·1
Eastern Bengal	81·8
East Indian	69·0
Great Indian Peninsula	99·2
Madras and Southern Mahratta	99·5
North Western	97·7
South Indian	99·4

72. External train lighting.—Since 1925 Railways have been experimenting with external lighting of trains. This system serves to augment the lighting of platforms of small roadside stations and thereby is of assistance to passengers, especially at stations with low or rail level platforms. It further provides an additional safeguard against trespass into ladies' compartments, and is of assistance in the prevention of train robberies and a deterrent to trespassers on the off side of trains when in stations.

Certain carriages on each train are fitted with two or more electric lights on either side. By means of an automatic device these lights are switched on whenever the speed of the train falls below a certain speed and remain on until the train again exceeds that speed when they are automati-

cally switched off. It is proposed to extend the use of this device and a number of additional trains are being fitted.

73. Working of the wagon pool.—The question of continuing the broad gauge wagon pool was considered at the meeting of the Indian Railway Conference Association in 1925 and the following resolution was passed:—

> "That the continuance of the wagon pool be now regarded as a settled policy subject to such additions and amendments as may from time to time be approved by the Indian Railway Conference Association."

Reference was made in the report for 1925-26 to the difficulty of disposing of the empties which, at certain times of the year, were surplus on every Railway. By reason of these surpluses certain railways incurred hire charges on foreign wagons which they did not immediately require and on which it would be unfair to charge hire. To remove this anomaly the Operating Committee for Interchange decided that with effect from 1st January 1926—

(1) a Railway should only be called upon to pay hire on a debit balance which it has incurred to meet the needs of its traffic and under no circumstances should a Railway be called upon to pay hire on a debit balance which it does not require.

(2) The hire due from each debtor Railway which has incurred debits for the needs of its traffic should be divided among other Railways which did not need a debit at the time in proportion to the stock which they own.

Commercial Departments of Railways continue to make use of the Car Record Section for tracing wagons. Information is available within ten days of the date of interchange showing on which Railway any wagon is located. The misuse of non-pooled stock during the year showed a substantial decrease and the return of a railway's non-pooled stock to its own line was on the whole expeditious. The return of wagons due for periodical overhaul to the Home line continues to be satisfactory.

The benefits hoped for from neutral control of wagon examination at interchange junctions under the Director of Wagon interchange have materialised in the shape of speedier adjustment of bills for damages and deficiencies, more expeditious movement of stock through junctions, larger stocks of repair material and consequent better condition of stock due to repairs being attended to at once, and consequent avoidance of stripping of materials from one wagon in order to repair another.

The amount of bills against pairs of Railways have decreased to a very appreciable extent as will be seen from a comparison of the following figures on account of wagons interchanged at junctions where neutral control is established. This indicates that wagons as a whole were in a much better running condition than in the previous year.

YEAR ENDING.			
JUNE 30TH, 1925.		JUNE 30TH, 1926.	
Total amount of bills on account of damages and deficiencies.	Total Interchange.	Total amount of bills on account of damages and deficiencies.	Total Interchange.
Rs. 2,18,65,999	448,251	Rs. 1,47,80,975	521,345
Average per wagon.	Rs. 48·8	.....	Rs. 28·4

that is, a reduction of 48·8 per cent. in the average debit for the year ending June 30, 1925.

Neutral control of wagon examination is now in force at the following interchange junctions :—

Ghaziabad, Delhi Sadar, Khanalampura, Agra East Bank, Chheoki and Nagpur,

and discussion is in progress regarding its introduction at Naihati, Raichur, Wadi and Asansol at an early date.

A Sub Committee was appointed by the Indian Railway Conference Association during the year to consider whether a more equitable method was practicable for accounting for interchange at junctions. The recommendations made by this Sub-Committee were accepted by the Operating Committee with the result that in future the interchange account at junctions will be based on actual figures of detention instead of on an arbitrary allowance of 16 hours per wagon.

74. Coal Department.—In 1926 the coal mined in British India amounted to 20,093,024 tons against 19,969,041 tons in 1925 or an increase of 123,983 tons.

The total quantity of coal despatched from the main coalfields in India by Railways was as follows :—

	Tons.
Umaria	108,109
Singreni	320,787
Pench Valley	416,708
Bengal, Bihar and Orissa Collieries	19,080,092

Of this amount the East Indian and Bengal Nagpur Railways despatched 19,719,563 tons, *i.e.*, East Indian Railway 13,411,401 tons and the Bengal Nagpur Railway 6,308,162 tons.

Including bunker coal, shipments from the Port of Calcutta to Indian and Foreign Ports during 1926-27 amounted to 3,092,342 tons, of which 414,246 tons was on account of Railways as compared with 437,276 tons in 1925-26.

The State Railways' Coal Department inspected 6,578,378 tons of coal during 1926-27 as compared with 7,026,729 tons in 1925-26.

Railway Collieries.—The total output from the principal Railway owned collieries for the last two years was :—

Name of Colliery.	Owned by.	Total output (in tons).		Distribution in 1926-27 (in tons).				Sales and consumption at Colliery.
		1925-26.	1926-27.	E. I. R.	B. N. R.	E. B. R.	G.I.P.R.	
Bokharo-Ramgarh . . .	E. I. & B. N.	721,376	**652,068**	311,026	321,432	...	...	19,610
Kurhurbaree and Serampore .	E. I. .	763,622	**755,319**	546,785	...	...	...	208,534
Kargali	G. I. P.	605,439	**678,514**	118,198	..	124,255	436,061	...
Mohpani	G. I. P.	76,514	**49,837**	...	...	...	49,837	...
Sawang	E. I. & B. N.	58,662	**56,427**	...	49,073	...	...	7,354

Kargali.—(*a*) *Central Power Station.*—During the year the Central Electric Supply Station was completed and tests on the electrical side gave every satisfaction. Considerable trouble however has been experienced up to date with the type of stoker installed.

The high tension transmission line has been completed as far as Jarangdih and the electrification of both Kargali and Jarangdih Collieries is well in hand.

Arrangements are being made by the East Indian Railway to tap the main transmission line where it traverses their property and it is expected that power for the Bokaro Joint Colliery will be taken towards the end of 1927.

(*b*) *Colliery.*—At Kargali the introduction of the broad gauge line into the quarry itself has greatly facilitated the method of working and the flexibility and simplicity of the scheme admits of giving rapid and increased outputs if required.

The two electrical winders at the main shafts are almost finished and underground development will start early next year.

Mohpani.—The closing down of this Colliery has been rather a lengthy operation as considerable time was taken in withdrawing all the underground Plant and in flooding the workings to prevent fire.

Preparations are now being made to hand over the property to the civil authorities.

Bhurkunda.—Development work underground is proceeding satisfactorily both in the Simana and Nakari Seams and immediately the rail connection is made, the Colliery will be in a position to commence despatches. It is expected to despatch 120,000 tons of coal to the North Western Railway during 1927-28.

A Power House of 1,000 K. V. A. capacity is now being built to provide electric power both for Bhurkunda and Religara Collieries. The Station will be completed by the end of 1927.

Jarangdih.—Both shafts have now been sunk to the main (Kargali) seam and a start has been made on the underground developments.

Considerable difficulty was experienced in driving roads in the vicinity of the shaft bottom as, at first, the strata was faulted and badly broken. The progress now is satisfactory as the seam has again resumed its normal structure and ' bedding '.

The rail connection, Colliery siding and weighbridges were completed at the close of the year. Arrangements are being made to despatch 120,000 tons to the Bombay, Baroda and Central India and Madras and Southern Mahratta Railways during 1927-28.

Religara-Dari.—It has been decided to hold the development work of this Colliery in abeyance until a railway connection is obtained.

Talcher.—All development work has been held in abeyance as the terms of the mining lease were not settled during the year under review.

CHAPTER V.

ROLLING STOCK AND MATERIALS.

75. Additions to equipment.—The equipment and the net additions to equipment during 1926-27 are summarised in summaries Nos. VIII and IX in Volume II of this report. The details for individual lines will be found in statements Nos. 10, 11, 33 and 34.

During the year the following rolling-stock including arrears of previous years was on order for the broad and metre gauge railways:—

Item.	Broad Gauge.	Metre Gauge.
Locomotives	163	150
Coaching stock	3,490	1,026
Goods stock	7,971	5,676

Against these orders the numbers placed on the line by the end of the year were as follows:—

Item.	Broad Gauge.	Metre Gauge.
Locomotives	100	37
Coaching stock	1,474	400
Goods stock	5,429	2,867

The numbers of coaching and goods stock are stated in terms of four-wheeler units. These numbers shown as placed on the line do not, however, represent the actual net additions to the rolling-stock on railways, as many of the units were required to replace existing vehicles which had reached the end of their useful life.

76. The following statement shows the net additions to or reductions of rolling-stock on Class I Railways during 1925-26 and 1926-27:—

	5′ 6″ Gauge.		3′ 3¾″ Gauge.	
	1926-27.	1925-26.	1926-27.	1925-26.
Locomotives—				
Number	**—130**	—18	**—8**	18
Total increase or decrease in tractive effort in pounds, during the year.	**—289,887**	2,099,251	**368,307**	408,190
Coaching Stock—				
Passenger carriages—				
Number	**201**	139	**93**	—2
Seats.				
1st	**1,258**	379	**105**	65
2nd	**785**	700	**452**	373
Inter	**5,107**	3,607	**17**	51
Third	**25,350**	28,688	**7,487**	2,940

	5′ 6″ Gauge.		3′ 3⅜″ Gauge.	
	1926-27.	1925-26.	1926-27.	1925-26.
Other coaching vehicles—				
Number	**307**	228	**16**	14
Goods stock—				
Wagons—				
Number	**1,837**	4,779	**1,445**	1,668
Increase in capacity in tons .	**67,523**	135,848	**32,086**	24,899
Other goods vehicles—				
Number	**149**	—397	**88**	291

Locomotives on Class I Railways, Broad and Metre Gauge, thus decreased by 138 in number although there was an increase in the total tractive effort of 78,420 lbs. This was due to the policy of steadily replacing condemned engines of low tractive effort by modern engines of higher tractive effort and is reflected in the average tractive effort per locomotive which on the broad gauge rose from 21,226 to 21,717 lbs., and on the metre gauge from 12,352 to 12,530 lbs.

The net addition to coaching vehicles was 294 passenger carriages and the increase in lower class seating accommodation was 37,961 seats. 1,874 coaching vehicles of all descriptions, replacements as well as additions, were placed on the line during the year as compared with 1,478 in 1925-26. In addition 4,516 were on order during the year and will be placed on the line in subsequent years.

The net addition to goods wagons amounted to 3,282 as against 6,447 in 1925-26. The increase in carrying capacity amounted to 67,523 tons on the broad gauge and 32,086 tons on the metre gauge.

77. Standardization of Locomotives.—Considerable progress has been made with the design and construction of the 8 new types of Broad and Metre Gauge trial locomotives referred to in last year's Report and it is anticipated that they will be put into service during 1927.

The Locomotive Officer on special duty with the Consulting Engineers has been in constant communication with the Locomotive Standards Committee in India on all matters connected with the design and equipment of the new locomotives. He has also kept the Committee advised of the latest developments in locomotive practice and consulted them regarding those which might with advantage be incorporated in the locomotives now under construction. As a result these locomotives will embody all the latest improvements and be thoroughly up-to-date and efficient.

In pursuance of their policy of progressive standardization, the Railway Board have also arranged for designs to be prepared and orders to be placed for four experimental four-cylinder 4-6-2 Broad Gauge locomotives with a high boiler pressure. The general design of these engines will follow closely upon that of the 4-6-2 standard heavy passenger locomotive, but their boilers will have a working pressure of 225 lbs. per square inch and they will be provided with cam shaft operated poppet valves, arranged to give a constant release and compression at all points of cut-off.

With regard to the standardization of Narrow Gauge locomotives (2′-6″ and 2′-0″), the Consulting Engineers are engaged in the preparation of the

detail designs for nine different types and it is hoped that the work will have progressed sufficiently to permit of orders for trial locomotives being placed shortly.

The Consulting Engineers have also under preparation detail designs of new standard light and heavy 0-8-0 type Broad Gauge Shunting Engines to specifications and diagrams drawn up by the Locomotive Standards Committee and 5 light and 4 heavy trial engines of this type have been ordered.

78. Standardization of Rolling-Stock.—The design and construction of the new standard wagons and coaching stock underframes, referred to in last year's report, have been proceeded with and it is anticipated that the sample wagons and underframes will be put into service during 1927.

With the object of reducing the cost of manufacture and maintenance, the Railway Board considered the desirability of adopting various standard types of coaching stock bodies for use on all State Railways and convened a meeting of the Carriage and Wagon Superintendents to go further into the question.

Drawings were prepared based on their recommendations and sample coaches built in the workshops of each of the State Railways. These sample coaches were subsequently inspected by the Carriage and Wagon Standards Committee and it was decided to build 5 more sample bodies to designs amended in accordance with their recommendations. These revised sample bodies are now under construction and it is hoped that, when they have been completed, it will be possible to arrive at a decision on the question of standardization of coaching bodies.

79. Development of the use of Indigenous Timbers for Sleepers and Carriage Building.—Investigations have been continued into the possibilities of meeting the increasing demands for wooden sleepers by extending the use of cheaper indigenous timbers. These investigations are being made in collaboration with the staff of the Forest Research Institute, who have already carried out a great deal of invaluable research work in this connection.

The creosoting plant which was established in the Punjab by the North Western Railway for the preservative treatment of Himalayan soft-woods has now become an established factor in sleeper supply in that part of India. It is intended to instal another sleeper-treating plant in Assam during 1927-28 for the preservative treatment of certain common Assam hard-woods which have been found by the Forest Research Institute's experiments to premise well as sleeper woods. The Railway Board have sanctioned the employment of Mr. J. H. Warr by the Assam Bengal Railway as Manager of their sleeper-treating plant. Mr. Warr has been Officer-in-Charge of the Wood Preservation Section of the Forest Research Institute, Dehra Dun, for the last $3\frac{1}{2}$ years. The further development of sleeper-treating in other parts of the country is under investigation.

Practical trials of small lots of some of the more common indigenous timbers for carriage building are also being made at the Carriage Shops of several Railways, after artificial seasoning of the timber in the Forest Department's kilns at Dehra Dun and Rangoon, and it is intended to build five or six complete trial carriages of similarly seasoned timbers. The Railway Board have under consideration the question of installing a central kiln-seasoning plant, from which artificially seasoned planking, etc., can be distributed to all the State Railways in large enough quantities to enable the staff of the Carriage and Wagon Shops to gain practical experience of it. The results of all these experiments and trials will be watched carefully, as they are expected to indicate to what extent Railways can with advantage undertake the artificial seasoning of timber at their Carriage and Wagon Shops.

80. Sleeper Pool Committee.—The Sleeper Pool Committee was formed during the year as a separate body, with the Director of Civil Engineering, Railway Board, as Chairman and the Timber Advisory Officer with the Railway Board as Secretary, to arrange for the purchase and distribution of wooden sleepers: this had previously been one of the functions of the Stand-

ing Committee of Chief Engineers (now abolished). In accordance with the recommendations of the Sleeper Enquiry Committee, whose report was published in 1924-25, the Committee of the Northern Group of the Sleeper Pool and representatives of the Punjab, United Provinces, and Kashmir Governments met in July 1926 and jointly recommended a scheme for sleeper supply for 1928-29 and afterwards. This scheme was still under the consideration of the Local Governments and the Railway Board at the close of the year.

81. Supply of Rails and Fishplates from indigenous sources.—The year under review was the last year of the Railway Board's pre-existing 7-year contract with Messrs. The Tata Iron and Steel Company, for the supply of rails and fishplates to the State-worked Railways The total demands of the State-worked Railways for supply during the year 1926-27, amounted to 97,928 tons and orders for the entire quantity were placed with the Steel Company. The demands of the Company-worked Railways for which orders were placed with the Company amounted to 50,683 tons. Orders for the balance, being in excess of Tata's output, were placed abroad. Of these demands the Steel Company were able to supply 97,163 tons to the State-worked Railways and 50,675 tons to the Company-worked Railways leaving a balance of 773 tons, to be carried over into the year 1927-28.

During the year, however, negotiations for another contract for the supply of rails and fishplates to the State and Company-worked Railways were entered into with Messrs. The Tata Iron and Steel Company. These negotiations took a more definite shape on receipt of the report of the Tariff Board on continuance of protection to the Steel Industry. In paragraph 109 of that report the Tariff Board had recommended as follows :—

> " It is obviously a matter of grave importance to the industry that nothing should occur which might render the protection on rails ineffective. The duty on rails of Rs. 13 per ton, which we have proposed, is very low, and the cost of production on which it is based presupposes that the industry obtains orders sufficient in each year to enable it to work up to its maximum rail output. We estimate that the average annual rail output of the Tata Iron and Steel Company will not exceed 200,000 tons during the next seven years and if a duty of Rs. 13 per ton only is imposed on rails, it is essential that the Railway Administrations should arrange to purchase the whole of their requirements of rails in India so far as they can be produced in the country. The f.o.r. fair selling price of rails at Jamshedpur, is so low, namely, Rs. 110 a ton, that the Indian railways as a whole would undertake no great sacrifice if any purchased the Company's output of rails on the average at this price. A reduction in the orders of rails by some 40,000 or 50,000 tons would raise the cost of production by several rupees, and if the Government are unable to arrange with the Railway Administrations that orders are placed for the whole of the Company's production of rails a substantial increase in the duty should be made."

In paragraph 87 of the same report the Tariff Board observed :—

> " The future price of rails is affected by the reconstitution of the European Rail Makers' Association in the middle of 1926. This Association now controls all exports of rails and fishplates from the leading European countries and reserves to each country its own internal markets, which in the case of the United Kingdom include also the markets of the Dominions, India, and the Colonies. Continental rails will therefore no longer be exported to India and it appears to us improbable that the price of rails will be further reduced. On the contrary, some increase in price may be expected and we have thought it advisable, in fixing our estimate of the probable price of imported rails during the period of protection, to allow for an increase of ten shillings per ton."

The Government of India concurred in the views of the Tariff Board and in consultation with the Company-worked Railways and the Secretary of State for India decided to enter into a contract with the Tata Iron and Steel for a period of 7 years for the requirements of State and Company-worked Railways. The terms of the contract were under the consideration of Government at the close of the year.

82, Conversion of saturated engines to superheater.—The Railway Board, recognising the economies in locomotive operation that result from the use of superheated steam, put forward a proposal to the Agents of all Class I Railways early in 1926 to accelerate the programme for the conversion of saturated locomotives, with a view to its completion in 1929-30 instead of spreading the work over a period of 5 years, as had been previously provided for. They further suggested that, if the additional details necessary for such conversion could be standardized, it would result in a considerable reduction in expenditure both as regards first cost and subsequent maintenance charges.

The replies which the Railway Board received from Railways showed that there was sufficient unanimity in favour of their proposal to permit of steps being taken to put it into effect. They consequently, in consultation with the Consulting Engineers, undertook the preparation of the detail drawings of standard conversions for all of the B. E. S. A. types of locomotives and sufficient progress has been made in this connection to permit of Railways carrying out their 1927-28 accelerated conversion programmes in accordance with the standard designs. It is anticipated that the work of conversion of saturated locomotives will be completed by 1929-30, as intended.

83. Electric Headlights for Locomotives.—The Railway Board decided early in 1925 that, as a safety measure on State-worked Railways electric headlights should be provided on all locomotives working mail, passenger or mixed trains whether on double or single line sections. Branch lines, where trains are infrequent and run at slow speeds, were however exempted from this decision. It was recommended also that Company-worked Railways should adopt a similar programme. The work is scheduled to be completed by the 31st March 1928.

The total number of Mail, Passenger and Mixed engines belonging to Class I Railways, equipped with electric headlights at the end of March 1927 was 1,700 out of a total of 3,139.

84. Automatic Centre Buffer Coupler.—During the year further experiments were carried out in order to determine what alterations to existing underframes will be necessary to withstand the strains imposed by central buffing. The trials showed that, so far as the Indian Railway Conference Association wagons are concerned, the necessary strengthening can be carried out at a reasonable cost and that vehicles so altered are capable of withstanding the severe shocks which may be expected under service conditions. The question of strengthening the underframes of the older types of wagons is still under investigation, and after it has been decided what alterations are necessary, it is proposed to review again the financial aspects of the change over from side buffers to central buffer couplers. In the meantime, it has been arranged that all new locomotives and rolling-stock should be fitted with a yoke type of draft gear which will enable conversion to be effected by merely replacing the temporary draw hook with an automatic central buffer coupler. The two types of couplers under consideration for adoption namely the M. C. B. and Willison being different in principle will not intercouple and it is therefore not feasible to permit of both types being tried out in general service simultaneously. The good and bad features of the M. C. B. type are known from experience in other countries, and as the Willison Coupler is an experimental type of sufficient merit to warrant more extended trials, orders were issued to remove all M. C. B. type couplers in order to permit of stock fitted with the Willison Coupler, which has an efficient and effective transition device, to continue in service. Trials of the Willison Coupler are therefore being continued and

their application has been extended to coaching vehicles. Two Passenger rakes operating on the East Indian and Madras and Southern Mahratta Railways have been fitted with Willison Couplers throughout with a view to ascertaining how this type of coupler behaves under continuous service conditions.

85. Report of the State Railways Workshops Committee.—The report of the State Railways Workshops Committee referred to in last year's report was received in April 1926.

The first and second terms of reference related to the capacity of the existing shops to deal with the repairs to rolling-stock and locomotives, and the necessity for expansion.

The Committee recommended the re-organisation of the State Railways Workshops and the introduction of a scheduling system based on modern British and American commercial works practice modified to suit Indian conditions, which has for its object:—

(*a*) the correct sequence of repairs to component parts.

(*b*) the balancing of operations, and

(*c*) the concurrent working of the various labour gangs.

If these are attained then delay through waiting for material and idle time between operations are eliminated and the period locomotives and vehicles are detained in workshops reduced, without necessarily speeding up the several operations.

In addition to lowering the unit repair costs the scheduling of workshop operations reduces the period of repair resulting in a greater percentage of the rolling-stock being available for service.

The results which have already been obtained in some of the mechanical workshops indicate that it will be possible to carry out repairs to rolling-stock in shorter periods than those laid down in the report and the expenditure which it will be necessary to incur in remodelling the existing shops will, it is hoped, be considerably less than was originally estimated by Railways or anticipated by the Committee.

The North Western Railway proposed to build new 40 pit locomotive shops at Karachi and Sukkur and to increase the accommodation in Rawalpindi to 20 pits. The Committee were of the opinion that there was no justification for shops at Karachi and Rawalpindi and considered that the provision of a new 40 pit shop at Sukkur would meet present requirements. It is now proposed that the new shop at Sukkur should only be provided with 32 pit accommodation, which together with the existing shop at Lahore, should be capable of maintaining all the locomotive stock in an efficient state of repair for the next eight years.

The Committee further recommended that new wagon repair shops with covered accommodation for 50 wagons should be provided at Rawalpindi and Sukkur, in addition to a new 100 unit shop at Karachi but it is not now considered necessary to provide any additional wagon repair facilities over and above the proposed new shop at Karachi.

Similar reductions are being made in the proposals for additional repair facilities on the other State Railways, for example, the Great Indian Peninsula Railway proposed to spend approximately 1½ crores of rupees on remodelling the locomotive and carriage and wagon repair shops at Jhansi, but it is now anticipated that the expenditure which it will be necessary to incur will be considerably less than 1 crore.

The East Indian Railway proposal to build a new locomotive shop at Jamalpur with 90 pits was cut down to a 70 pit shop by the Committee, but a re-examination of requirements in the light of recent experience indicates that a 54 pit shop is all that will be found to be necessary.

The locomotive and carriage shops at Karachi and the carriage and wagon shops at Rawalpindi on the North Western Railway, also the Bhusawal wagon shops on the Great Indian Peninsula Railway have already been closed down and it is anticipated that as the re-organisation proceeds it will be possible to close down also the shops at Rawalpindi and the carriage repair shop at Bhusawal.

The third, fourth and fifth terms of reference related to the concentration of the manufacture of spare parts, which is at present being carried out in all the larger workshops. The recommendation is to concentrate this work at Jhansi and Jamalpur and also to concentrate the building of all lower class coaching stock at Lillooah and miscellaneous four-wheeler coaching stock at Kanchrapara.

The economies which will accrue by the adoption of the recommendation to concentrate the manufacturing portion of the work may briefly be summarised as under:—

(*a*) An increase in the number of similar items manufactured in particular shops which in a large number of cases will be sufficient to justify the installation of single purpose machines specially designed for their economic production.

(*b*) Greater labour efficiency as a result of repetition work.

(*c*) Reduction in the cost of supervision owing to the charges being spread over a greater volume of work.

(*d*) Greater facilities for manufacturing all details on an interchangeable basis.

(*e*) Lower labour and raw material costs due to work being concentrated in shops which are advantageously located in these respects.

The delivery of carriage underframes obtained from outside sources has proved to be so unreliable as to make it impossible to adhere to a regular building programme, and with the further concentration of carriage building such delays would be disastrous. The Committee for this reason have recommended that railways should undertake the manufacture of carriage underframes with a view to obtaining a more regular supply to the body building shops.

The sixth term of reference was connected with the question of the relative cost of spare parts manufactured in railway workshops and obtained from outside sources. The Committee considered that railway workshops can effectively compete with outside firms in this matter, but pointed out that railway costs are not always comparable with costs quoted by outside firms.

The Railway Board have accepted the main underlying policy of the report, namely, the modernisation of the State Railways workshops methods and have issued instructions to Agents of Railways for giving immediate effect to it. They have approved of the introduction of a progress system for the scheduling of repairs throughout the works, also a planning and production branch in each of the larger shops.

Mr. Wrench, who was a Member of the Committee, has been placed on special duty to assist administrations in giving effect to the Committee's recommendations and it is hoped that during the next financial year considerable economies will be effected.

As regards the findings of the Committee under term 6, the Board have had their workshop account system overhauled by Sir Arthur Dickinson, and

it is hoped to introduce an accounting system whereby the costs in Railway Workshops will be directly comparable with the costs quoted by outside firms.

In addition to the recommendations referred to above, the Committee have made several subsidiary recommendations, amongst them, for instance, the revision of the methods of store-keeping in the workshops, and the Railway Board are making arrangements to give effect to these recommendations.

86. Wagon requirements of Railways.—The whole question of wagon requirements was carefully examined by the Railway Board during the year in the light of the improvements which have been brought about by better organisation and methods of working, aided by the large sums of money which have been made available during the last two or three years. Among these improvements on the broad gauge may be mentioned :—

(1) *A reduction in the percentage of wagons under repairs* from 7·4 per cent. in 1923-24 to 5·8 per cent. in 1926-27.

(2) *The strengthening of tracks and bridges resulting in increased carrying capacity.*—As an instance the recent completion of the last important bridge in the Bridge Renewal Programme on the East Indian Railway is enabling the major portion of the East Indian Railway wagons to have their carrying capacity marked up from 19 tons to 22 tons, giving an equivalent in total extra carrying capacity of an additional 3,500 wagons.

(3) *Improvement of marshalling yards and terminal facilities and better working in marshalling yards.*—The insistence on the principle of marshalling for long distances has quickened up the turn round of wagons. In this connection and with this object in view several of the most important marshalling yards are undergoing or have undergone remodelling and at the same time the work of marshalling or sorting in these yards has been improved by a closer attention to statistical results. As an instance it may be mentioned that in the Delhi area improvements in working have resulted in the saving of 16 hours on each wagon and as no less than 2,000 wagons pass through this area daily there is an equivalent saving of 1,300 wagons throughout the year. Other large marshalling yards have been improved during the past few years and similar economies in the use of wagons have been obtained. This improvement in some instances has been due to the introduction of hump yards resulting in the time taken to break up trains being reduced from 1½ to 2 hours to about 30 minutes. It is therefore evident that the provision of additional hump or gravity yards will further improve the wagon position.

(4) *Reduction of train mileage by doubling tracks or adopting new routes.*—As an instance of this may be mentioned the completion of the doubling of the Grand Chord on the East Indian Railway where it will be possible to work 10 additional goods trains over this section instead of over the old main line resulting in a saving of 50 miles on each train journey. The saving in wagons from this cause is estimated to be about 600. Again the amalgamation of the Oudh and Rohilkhand Railway with the East Indian Railway together with improvements on the main line of the Oudh and Rohilkhand Railway has made available a shorter route to the Punjab with a considerable saving in mileage in each of the trains diverted over that route. Moreover considerable delays have been obviated by the elimination of junctions brought about by certain changes in the limits of the jurisdiction of the various State-managed Railways.

(5) *Extension of the use of telephone train control.*—The following sections have been equipped with telephonic train control under

sanction of the Railway Board during the last 5 years :—

Train Control.

Railway.	Section.	Miles.
B. N.	Shalimar-Tatanagar	154
	Berhampore-Waltair	173
B. B. & C. I.	Bandikui-Ajmer	140
	Bandikui-Agra Fort	94
	Ajmer-Sojat Road	74
E. I. (O. & R. Section)	Raisi-Moghalserai	482
	Cawnpore-Lucknow	46
M. & S. M.	Poona-Miraj	160
	Bezwada-Waltair	217
	Arkonam-Raichur	308
	Jalarpet-Bangalore City	87
	Miraj-Londa	117
	Castle Rock-Gadag	102
	Gadag-Bezwada	403
S. I.	Tanjore-Madura	127

and other sections have been equipped under sanction of railway administrations.

As an instance of the improvement which can be effected by the use of this device coupled with suitable adjustment of block sections it may be mentioned that on the Allahabad-Cawnpore section of the East Indian Railway, which is a single line, the maximum number of goods trains which it was possible to work before the introduction of train control was 8 or 9 in each direction. Since train control has been introduced the maximum capacity of the section has been increased to 13 trains in each direction.

(6) *Increased speed of trains owing to the better use of vacuum brakes.*—The average speed of main line goods trains from start to finish including stops *en route* has increased from 9·08 miles per hour in 1923-24 to 10·1 in 1926-27.

(7) *Improvements in the average carrying capacity of wagons.*—The improvement already effected in recent years by replacements has already begun to have its effect on the total average carrying capacity per wagon which has increased from 19·4 tons in 1923-24 to 19·7 tons in 1926-27.

Though the full effect of these additional facilities had still to be experienced, it was clear to the Railway Board that they were already entitled to expect a considerable improvement in the wagon user of all important railways, with the result that fewer wagons than before would be required to carry a similar volume of traffic efficiently and expeditiously; and they therefore, in consultation with the administrative head of each of the Class I railways, arrived at an average figure of the net ton miles per wagon day which it would be reasonable to expect that railway to attain. It should be mentioned that this figure necessarily varies on different railways, for it is dependent, among other things, on the average lead of good traffic, on the proportion which heavy traffic bears to total traffic, on the balance of traffic, and on the extent of the graded sections of the line. It was then decided that until the actual wagon user figure of a railway approached the figure thus fixed no increase to the general service wagon stock of that railway was warranted. Applying the formula thus arrived at, the Railway Board found that none of the broad gauge systems required any additional general

service wagons in 1927-28, or indeed in 1928-29 so far as it was then possible to judge the traffic likely to offer itself in that year; and further that on most broad gauge railways it would be possible to scrap without replacement worn out or obsolete general service wagons, which in other circumstances would have been renewed. They therefore decided that they would not be justified in placing any orders for broad gauge general service wagons for delivery in 1927-28.

It was obvious that this decision of the Railway Board would cause considerable inconvenience to the wagon building industry in India. The question was therefore discussed more than once with the representatives of the firms and careful consideration was given to the proposals made by them. Eventually Government offered to call for tenders, in India only, for such miscellaneous wagons and underframes as would be required in 1927. Moreover Government agreed to instruct the State-worked Railways to place orders in India only for such spare parts of rolling-stock as they required and could not conveniently make in their own workshops and to call for tenders in India only for shedding, roof trusses and bridges spans up to 80 feet.

The wagon building firms at the same time were advised that in the event of either the Indian Standard Wagon Company or the Peninsula Locomotive Company preferring in lieu of this offer that their works should be taken over by Government, the latter would be prepared to purchase the works if after due inspection a fair price could be agreed upon. It was also made clear to them that if the Government should take over the works of the two companies it was their intention to use those of the Indian Standard Wagon Company for the manufacture of railway wagons and those of the Peninsula Locomotive Company for the manufacture of underframes.

On the 6th of January 1927 Government made a definite offer for the purchase of the works of these two firms. The Indian Standard Wagon Company rejected the offer but the Peninsula Locomotive Company accepted it.

The Government of India, therefore, in pursuance of their decision instructed the State-worked Railways and invited Company-worked Railways to call for tenders in India only for their 1927-28 requirements of carriage underframes and wagons. As a result orders were placed with the Indian Standard Wagon Company, Burn & Co., and Jessop & Co., for the following underframes and wagons for delivery in 1927-28 :—

163 B. G. Bogie wagons

1218 M. G. 4-wheeled wagons

444 B. G. bogie underframes

95 B. G. 4-wheeled underframes

and the placing of some further small orders was still under consideration. The necessary arrangements for the purchase of the Peninsula Locomotive Company's works were also under consideration.

87. Value of railway materials purchased.—The value of stores purchased by Indian Railways in 1926-27 fell from Rs. 23·30 crores to Rs. 23·14 crores, excluding coal, stone, bricks, lime, etc. There were increases in the total value under tools and stores (90 lakhs), permanent way (74 lakhs), electric plant (31 lakhs), engineers plant (26 lakhs) and workshop machinery (10 lakhs), but these increases were more than set off by a large decrease under rolling-stock (237 lakhs).

The value of indigenous materials rose from Rs. 8·72 crores or 37·4 per cent. of the total to Rs. 10·60 crores or 45·3 per cent. If coal, stone, bricks, lime, etc., are included the percentage comes to 55 per cent. The

principal increases in indigenous materials were under " Permanent way," the value of which advanced by over a crore of rupees and " Tools and stores " which increased by 64 lakhs.

Statement showing value of stores purchased under principal headings.

Headings.	Value of imported materials.			Value of indigenous materials.	Total purchases 1926-27.	Total purchases 1925-26.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling-stock	3·27	0·69	3·96	0·83	**4·79**	7·16
Tools and stores	0·84	2·96	3·80	3·86	**7·66**	6·76
Permanent-way	0·85	0·38	1·23	5·40	**6·63**	5·89
Electric plant	0·86	0·68	1·54	0·04	**1·58**	1·27
Building and station materials and fencing	0·24	0·37	0·61	0·25	**0·86**	0·92
Bridge work	0·28	0·05	0·33	0·17	**0·50**	0·54
Workshop machinery	0·42	0·27	0·69	0·01	**0·70**	0·60
Engineer's plant	0·21	0·17	0·38	0·04	**0 42**	0·16
Other materials*	...	...	...	4·89	**4·89**	...
TOTAL	6·97	5·57	12·54	15·49	**28·03**	23·30

88. The purchases by Railways through the Indian Stores Department under the principal heads were as follows :—

	(In thousands of rupees).
Textiles	26,02
Oils	11,96
Steel	8,24
Cement	7,31
Plant and Machinery	6,64
Paints	2,60
Parts of rolling-stock	75
Roof material	67
Miscellaneous	3,16
TOTAL	67,35

89. It must be remembered, however, that the above figures of value of stores purchased do not take into account the very large expenditure in India on work done and materials manufactured in Railway Workshops. An attempt has been made this year to arrive at figures of this expenditure

* Other materials consist of coal, stone, lime and ballast, etc., and figures for 1925-26 are not available.

as well as the cost of structural and other engineering works carried out "in situ." The figures include a certain amount of expenditure on the purchase of stores which is already included in the statement of value of railway materials purchased.

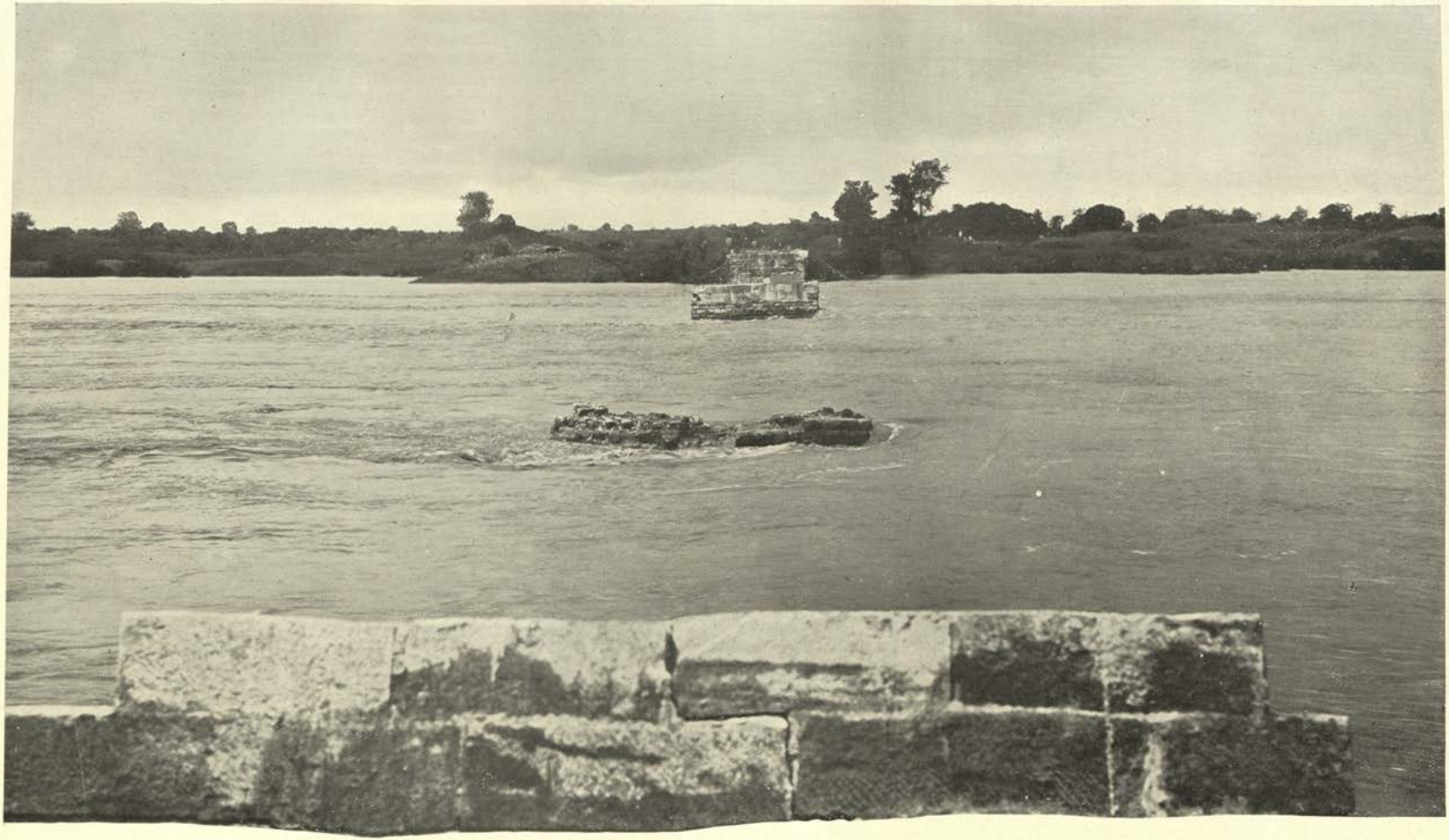
Cost of work done and materials manufactured in railway workshops.

	(In thousands of rupees).
1. Construction of Locomotives	61,88
2. Construction of Boilers	5,07
3. Construction of coaching stock including underframes	1,59,76
4. Construction of goods stock including underframes	40,55
5. Construction of spare parts of Locomotives	1,34,68
6. Construction of spare parts of Coaching and Goods stock	1,20,65
7. Construction of other Stores	1,15,78
8. Work done for other Departments (*i.e.*) departments other than that supervising the Workshops	2,45,50
9. Engineer's plant	45,38
10. Permanent-way	12,65
11. Bridge work	31,32
12. Other Engineering works	4,04,93
	13,78,15

Cost of structural and other engineering works carried out 'in situ.'

	(In thousands of rupees.)
Bridge work	94,53
Structural and other engineering works	3,49,74
	4,44,27

Nerbudda Bridge Washaway, G. I. P. Railway.



RIVER IN FLOOD.

CHAPTER VI.

STAFF.

90. Number of staff.—The total number of employees on Indian Railways at the end of the year 1926-27 was 763,097 as compared with 750,079 at the end of 1925-26. The increase in route mileage during the same period was 421 miles. The following table shows the number of employees by communities on 31st March 1926 and 1927† :—

Year.	Europeans.	Statutory Indians.					Grand Total.
		Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	
1925-26 . .	5,017	542,613	166,714	13,689	22,046	745,062	750,079
1926-27 . .	**5,012**	**550,053**	**169,699**	**14,079**	**24,254**	**758,085**	**763,097**

91. Cost of staff.—The following statement shows the cost of staff employed on Class I Railways during the years 1925-26 and 1926-27 :—

Railway.	1925-26.	1926-27.
	Rs.	Rs.
Assam-Bengal	51,48,420	**58,13,675**
Bengal-Nagpur . . .	2,75,18,436	**2,77,16,540**
Bengal and North Western .	70,76,187	**71,11,372**
Bombay, Baroda and Central India	4,28,31,328	**4,89,14,424**
Burma	1,46,58,207	**1,52,35,564**
Eastern Bengal . . .	*2,29,06,122	**2,44,66,745**
East Indian	*6,28,52,884	**6,48,68,080**
Great Indian Peninsula . .	*5,48,88,982	**5,84,93,346**
Jodhpur	24,12,558	**24,51,578**
Madras and Southern Mahratta .	*2,39,18,904	**2,43,90,413**
Nizam's Guaranteed State . .	54,97,257	**54,86,340**
North Western . . .	*5,84,74,000	**6,20,45,765**
Rohilkund and Kumaon . .	*16,18,936	**17,27,683**
South Indian	*1,72,59,747	**1,83,05,534**
Total .	34,70,61,968	**36,20,27,059**

With the exception of His Exalted Highness the Nizam's Guaranteed State Railway all Railways show increases in expenditure on staff in 1926-27, which is attributable to the large construction programme and to ordinary increments under the time scale of pay.

92. Recruitment and Training of Officers.—The scheme referred to in last year's report received the sanction of His Majesty's Secretary of State in Council during the year and Regulations for recruitment in India to the following Railway Services were published under Government of India, Railway Department Resolution No. 2058-E., dated 15th July 1926 :—

(1) Indian Railway Service of Engineers.

(2) Transportation (Traffic) and Commercial Departments of the Superior Revenue Establishment of State Railways, and

* Revised figures.
† Revised since the publication of Vol. II of the Report.

(3) The Mechanical Engineer and Transportation (Power) Departments of the Superior Revenue Establishment of State Railways.

Seven vacancies in the Indian Railway Service of Engineers and six in the Transportation (Traffic) and Commercial Departments were filled during the year under these regulations. Quota Committees were formed by Provincial and Local Administrations for the selection of candidates in each area and about 102 candidates were nominated for the two examinations. All the Provinces except Burma were represented at the examination which was held by the newly formed Public Service Commission in Delhi early in November. The successful candidates were duly appointed as probationers in the Indian Railway Service of Engineers and Transportation (Traffic) and Commercial Departments early in 1927. No selection of special class apprentices was made under the new regulations for recruitment to the Mechanical Engineer and Transportation (Power) Departments as applications had already been invited and selection made of 6 apprentices under an existing scheme of recruitment and training of this class of apprentices.

During the year under review the Board had under preparation schemes for the recruitment and training in India of officers for—

(1) Electrical Engineers.

(2) Signal Engineers.

93. Indianisation.—The following statement shows by Class I Railways the number of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed Railways on 1st April 1927 as compared with 1st April 1926. Full details of the numbers by departments will be found in Appendix F which also contains similar information relating to subordinates on scales of pay rising to Rs. 250 per mensem and over.

Statement of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1927 as compared with 1st April 1926.

Name of Railway.	1st April 1926.							1st April 1927.							Increase +, Decrease—						
		Statutory Indians.							Statutory Indians.							Statutory Indians.					
	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.
A. B. . .	50	7	1	5	...	13	63	53	10	3	6	...	19	72	+3	+3	+2	+1	...	+6	+9
B. N. . .	167*	30	6	15*	...	51*	218*	162	28	5	12	...	45	207	−5	−2	−1	−3	...	−6	−11
B. & N. W. .	58*	4	1	...	...	5	63*	61	5	...	...	...	5	66	+3	+1	−1	...	...	...	+3
B., B. & C. I. .	153	20	...	9	14	43	196	148	21	1	10	15	47	195	−5	+1	+1	+1	+1	+4	−1
Burma . .	94*	4	...	11	6	21*	115	94	4	...	14	6	24	118	...	...	...	+3	...	+3	+3
E. B. . .	78*	37*	2	11	3	53*	131*	78	36	3	12	4	55	133	...	−1	+1	+1	+1	+2	+2
E. I. . . .	219	48	12	32	5	97	316	226	60	15	55	6	136	362	+7	+12	+3	+23	+1	+39	+46
G. I. P. . .	194	25	7	13	8	53	247	192	25	6	15	9	55	247	−2	...	−1	+2	+1	+2	...
M. & S. M. .	121	22	2	7	3	34	155	128	30	...	7	3	40	168	+7	+8	−2	...	...	+6	+13
N. W.	197	60	21	29	5	121	318	218	79	21	26	7	133	351	+21	+18	...	−3	+2	+12	+33
R. & K. . .	12	1	...	.	...	1	13	12	2	1	..	...	3	15	...	+1	+1	...	...	+2	+2
S. I. . . .	104*	73*	1	4	1	29*	133*	105	39	2	4	3	48	153	+1	+16	+1	..	+2	+19	+20
Railway Board and Miscellaneous officers	49	7	3	16	2	28	77	43	3	1	8	1	13	56	−6	−4	−2	−8	−1	−15	−21
Total	1,496*	294	56	152*	47*	549*	2,045*	1,520	342	58	169	54	623	2,143	+24	+48	+2	+17	+7	+74	+98

* Revised figures.

Statement showing percentages of total officers employed.

	Eastern Bengal, East Indian, Great Indian Peninsula and North-Western Railways.		Total Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1926.	1st April 1927.	1st April 1926.	1st April 1927.
Europeans	67·38	**65·32**	73·15*	**70·93**
Statutory Indians—				
Hindus	17·39*	**18·30**	14·38*	**15·96**
Muslims	4·15*	**4·12**	2·74*	**2·71**
Anglo-Indians	8·40*	**9·88**	7·43*	**7·88**
Other classes	2·08*	**2·38**	2·30*	**2·52**
Total	32·02	**34·68**	26·85*	**29·07**

* Revised figures.

The number of Indians filling gazetted posts increased from 26·85 per cent. to 29·07 per cent. On the four State-managed lines the increase was from 32·02 per cent. to 34·68 per cent. On the Eastern Bengal Railway 41 per cent. of these posts are held by Indians.

94. Vacancies among officers and how filled.—Following last year's practice a detailed statement will be found in Appendix G of this report showing the number of appointments created and vacancies which occurred among officers of gazetted rank on State-managed Railways and of corresponding rank on Company-managed railways and how they were filled in the last two years.

These figures are summarised in the tables below, separate statements being given for State and Company-managed Railways as well as for permanent vacancies as distinct from total vacancies (which include temporary also).

95. State-managed Railways—

Statement showing the number of appointments created and vacancies which occurred among officers of gazetted rank on State-managed Railways during 1926-27, and how they were filled.

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
								Europeans.	Statutory Indians.				
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	...	4	...	4	2	2	...	2	...	...	...	2
2. Engineering	28	...	10	10	48	2	46	31	10	5	...	...	15
3. Transportation and Commercial.	(a) 5	...	5	5	15	10	5	...	5	...	...	...	5
4 Mechanical Engineering	12	...	6	1	19	13	6	...	3	1	1	1	6
5. Stores	(b) 1	6	23	5	2	...	2	...	1	1	...	...	2
6. Other Departments	8	...	7	4	19	...	19	11	5	...	2	1	8
7. Total 1926-27	54	6	34	25	107	27	80	42	26	7	3	2	38
7. Total 1925-26	72	...	60	...	132	25	107	60	36	8	...	3	47
8. Percentage of Europeans to No. of vacancies filled. 1926-27	52·5	...	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to No. of vacancies filled. 1925-26	56·1	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled. 1926-27	47 5	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled. 1925-26	43·9	...	...	...	...	...	...	...	...	...	...		...

(a) Posts of Probationers created to provide for the appointment of recruits during the training period.
(b) Probationer in Stores Department.

Statement showing the number of ***permanent*** *appointments created and vacancies which occurred among officers of gazetted rank on State-managed Railways during 1926-27, and how they were filled.*

Item	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
									Statutory Indians.				
								Europeans.	Hindus	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	...	4	...	4	2	2	...	2	...	...	...	2
2. Engineering	7	...	10	3	20	...	20	10	7	3	...	...	10
3. Transportation and Commercial.	(*a*) 5	...	5	5	15	10	5	...	5	...		...	5
4. Mechanical Engineering	...	...	6	1	7	1	6	...	3	1	1	1	6
5. Stores	(*b*) 1	6	2	5	2	...	2	...	1	1	..	...	2
6. Other Departments	2	...	7	4	13	...	13	8	4	...	...	1	5
7. Total 1926-27	15	6	34	18	61	13	48	18	22	5	1	2	30
7. Total 1925-26	8	...	47	7	62	18	44	30	11	1	1	1	14
8. Percentage of Europeans to No. of vacancies filled. 1926-27	37·5	..	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to No. of vacancies filled. 1925-26	68·2	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled. 1926-27	62·5	.	...	...	...	...	...	...	...	...	...	..	..
9. Percentage of Statutory Indians to No. of vacancies filled. 1925-26	31·8	...	...	...	...	...	...	...	...	...	...	...	...

(*a*) Posts of Probationers created to provide for the appointment of recruits during the training period.
(*b*) Probationer in Stores Department.

From these two statements (column 8) it will be seen that the following temporary posts were filled during the year :—

Engineering	26
Other departments	6
	32

Against the 26 temporary engineering posts 21 Europeans and 5 Indians were appointed. As explained in last year's report a large number of posts of temporary engineers had to be created on account of the large construction programme and as sufficient Indians of experience were not forthcoming it was found necessary to complete requirements by recruiting in England. In a separate paragraph is described a scheme under which a certain number of Indian students with engineering qualifications will each year be given practical training on Indian railways for a year. The Board expect that this arrangement will enable them to recruit a larger number of trained staff for their temporary requirements in the country than what was possible in the past.

The 6 temporary posts in the ' other departments ' included 2 Electrical Engineers (Colliery Department) 3 probationers in the Electrical Engineering Department and 1 Assistant Signal Engineer. Towards the end of 1925-26 in connection with the filling of certain posts in the Electrical Engineering Department, applications were invited in India, and a number of Indian youths were interviewed. It was found that these youths were lacking in workshop and practical experience. As it was considered that it was not likely that Indian youths with the requisite experience would be available, the Railway Board, in anticipation of their scheme of recruitment for the

Electrical Engineering Department, decided to take as probationers 3 Indian youths who had had theoretical training and to give them intensive practical training for 3 years with a view to appointment as Assistant Electrical Engineers. But for the immediate requirements of the Electrical Engineering Department (Collieries) 2 recruits had to be brought out from the United Kingdom. The temporary Assistant Signal Engineer was also recruited from the United Kingdom as no suitable recruit was available in the country.

The second statement above shows how the appointments against the **permanent** posts have been filled. The percentage of Indians appointed to the total number of vacancies filled works out to 62·5 per cent. If, however, the probationers in the Electrical Department, referred to in the preceding paragraph, are taken into account the percentage of Indians becomes 64·7. The figures, however, do not give a proper indication of the progress of Indianisation in the several services, as certain officers included in these figures were indented for in 1925-26 and actually joined in 1926-27, while certain others indented for in the current year have not yet arrived. To arrive at a correct appreciation of the progress of Indianisation during the current year, it is necessary to exclude the former class of officers and include the latter.

The figures of the various departments are analysed on this basis in the following paragraphs:—

Agency.—The two vacancies were both filled by Indians. (100 per cent.)

Engineering.—Of the 20 appointments filled 3 (2 Europeans and 1 Indian) were against the indent on the Secretary of State for 1925-26 but only arrived in 1926-27. The figure also includes 4 Royal Engineers who were recruited to bring up the complement of Royal Engineers in Railway employ which was considerably below normal strength. Of the remaining 13 posts 4 were filled by Europeans and 9 by Indians. The 4 European Officers were against the indent for 1926-27 and all arrived during the year. Under the regulations for recruitment for the Indian Railway Service of Engineers, officers of the Provincial Egineering Service or Subordinates are to be promoted to the extent of 20 per cent. of the number of direct recruits in India. The question of this promotion was under the consideration of the Railway Board during the year and if the promotions admissible, *viz.*, 2 (20 per cent. of 9) had been made before the close of the year the appointments of Indians would have been 11 against 4 Europeans or 73 per cent. of the total.

Transportation and Commercial.—All the 5 appointments have been filled by Indians. (100 per cent.)

Other Departments.—The 13 appointments shown against this head were in the following departments:—

Electrical Engineering	2
Signal Engineering	2
Bridge Engineering	3
Medical	4
Coal Department	1 (European.)
Statistical Department	1 (Indian.)

Electrical Engineering.—Of the 2 appointments both of which were filled by Europeans one was recruited in England and one in India. The selection of the officer in India was made by the Public Service Commission from amongst a number of candidates who applied in response to advertisement. As already stated a scheme for the recruitment and training of Electrical Engineers in India has been submitted to the Secretary of State whose approval is awaited. Pending the introduction of this scheme 3 Indians were, as already explained, taken as probationers in 1926-27.

Signal Engineering.—For this branch also a scheme of recruitment and training was submitted for the approval of the Secretary of State. Indians have not generally specialised in this branch of the profession, and until the scheme has been brought into operation and Indians trained under it are available for employment, it will not be practicable to appoint Indians to the full extent contemplated. The two officers appointed were both Europeans. During 1926-27 two Indian probationers have been appointed to this department with a view to their being given practical training to fit them for employment as Assistant Signal Engineers.

Bridge Engineers.—Very few Indians are at present available who have specialised in this branch. The three officers appointed were Europeans. The question as to how recruitment should be made for this department in the future is under the consideration of the Railway Board.

Medical.—All the 4 officers appointed were Indians.

From the foregoing it will be seen that in departments for which qualified Indian candidates are available and for which facilities for training exist, *e.g.*, Civil Engineering, Transportation and Commercial, Stores and Medical full effect has been given to the policy accepted by Government on the recommendations of the Lee Commission. For the specialist departments, *e.g.*, Mechanical Engineering, Electrical Engineering, Signal Engineering and Bridge Engineering, owing to the absence of facilities for training and of fully qualified Indian candidates it has not been possible to give full effect to the policy, but the Railway Board have taken all necessary steps to provide for methods and facilities for such training with the idea of fitting Indians within a short space of time for filling the specialist posts.

96. Company-managed Railways—

Statement showing the number of appointments created and vacancies which occurred among officers on Company-managed Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways and how they were filled, during 1926-27.

Item.		No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of not vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
										Statutory Indians.				
									Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1		2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency		...	...	2	3	5	4	1	...	1	...	...	...	1
2. Engineering		26	8	27	14	59	16	43	14	23	2	3	1	29
3. Transportation and Commercial.		4	1	13	5	21	2	19	4	8	2	3	2	15
4. Mechanical		6	1	7	2	14	5	9	9	...	...	...	...	...
5. Stores		...	...	1	5	6	3	3	1	1	...	1	...	2
6. Other Departments		12	2	7	2	19	6	13	7	3	...	2	1	6
7. Total	1926-27	48	12	57	31	124	36	88	35	36	4	9	4	53
	1925-26	61	11	73	24	147	31	116	79	24	2	7	4	37
8. Percentage of Europeans to total number of vacancies filled.	1926-27	39·8	...	...	...	...	...	...	...	...	...	...	...	...
	1925-26	68·1	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	60·2	...	...	...	...	...	...	...	...	...	...	...	...
	1925-26	31·9	...	...	...	...	...	...	...	...	...	...	...	...

Statement showing the number of **permanent** *appointments created and vacancies which occurred among officers on (Class I) Company-managed Railways excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways and how they were filled during 1926-27.*

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
									Statutory Indians.				
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	...	2	2	4	3	1	...	1	...	...	...	1
2. Engineering	3	1	9	3	14	4	10	4	6	...	...	...	6
3. Transportation and Commercial.	3	1	13	4	19	1	18	4	7	2	3	2	14
4. Mechanical	5	1	7	2	13	5	8	8	...	...	...	...	...
5. Stores	..	..	1	5	6	3	3	1	1	...	1	...	2
6. Other Departments	7	2	8	2	15	4	11	5	3	...	2	1	6
7. Total (1926-27)	18	5	40	18	71	20	51	22	18	2	6	3	29
7. Total (1925-26)	8	2	19	13	38	12	26	18	5	...	1	2	8
8. Percentage of Europeans to number of vacancies filled. (1926-27)	43·1	...	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to number of vacancies filled. (1925-26)	69·2	...	...	..	...	...	...	...	...	..	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled. (1926-27)	56·9	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled. (1925-26)	30·8	...	...	...	...	...	...	...	...	...	...	...	...

The Company-worked Railways finally accepted the policy of Indianisation as recommended by the Lee Commission only towards the end of the year 1925-26 and sufficient time has not yet elapsed to enable those Railways to prepare their schemes for giving full effect to that policy. While, therefore, some of the Railways who had already started recruiting Indians to a substantial extent have been able to show good progress towards Indianisation, the progress on the others has not been as great. Taking all the Company-worked Railways together the number of Indians appointed during the year 1926-27 was 56·9 per cent. of the total vacancies filled in the case of permanent appointments, and 60·2 per cent. if temporary posts are also taken into account.

The above tables show the vacancies filled and the distribution of the appointments among the various communities. It will be seen that as in the case of the State-worked Railways, in the branches of the service for which facilities for training exist, *e.g.*, Engineering, Transportation and Commercial and Stores Departments—the percentage of Indians appointed approximates and in the case of the Transportation and Commercial Departments exceeds that recommended by the Lee Commission. In the case of the specialist branches, *e.g.*, Mechanical Engineering, Signal Engineering and Electrical Engineering (the latter two being included under "other departments" in the statement) the Company-worked Railways are being faced with the same difficulty as the State-worked Railways.

A comparison of the figures with 1925-26 shows that very considerable progress has been made by the Company-worked Railways in the Indianising of their superior staff. The figures are :—

Percentage of Indians appointed of the vacancies filled.

Including temporary posts—	
1925-26	31·9
1926-27	60·2
Excluding temporary posts—	
1925-26	30·8
1926-27	56·9

97. As regards the higher subordinate grades a detailed statement will be found in Appendix F showing by Railways, the number of employees on scales of pay rising to Rs. 250 and over on the 1st April 1927 as compared with 1st April 1926. A summary of the figures is given below :—

Statement of Subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1927 as compared with 1st April 1926.

Name of Railway.	1st April 1926.							1st April 1927.							Increase +, Decrease —						
		Statutory Indians.							Statutory Indians.							Statutory Indians.					
	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.
A. B.	17	36	4	41	9	80	97	19	28	3	37	9	77	96	+2	+2	−1	−4	...	−3	−1
B. N.	321	144	10	412	8	574	895	323	178	14	409	13	614	936	+1	+34	+4	−3	+5	+40	+41
B. & N.-W.	33	14	2	56	....	72	104	33	14	4	55	...	73	106	+1	...	+2	−1	...	+1	+2
B., B. & C. I.	146*	261*	28	381	151	821*	967*	144	261	32	377	159	829	973	−2	...	+4	−4	+8	+8	+6
Burma	20	81	9	187	34	312	332	22	57	9	227	41	364	386	−4	+5	...	+40	+7	+52	+48
E. B.	132*	109	5	167	5	287*	419	128	128	7	173	6	312	440	−4	+19	+2	+6	..	+25	+21
E. I.	678	323	31	1,171	13	1,538	2,216	621	378	34	1,005	10	1,427	2,048	−57	55	+3	−166	−3	−111	−168
G. I. P.	332	175	35	646	128	984	1,316	335	165	30	720	142	1,057	1,392	+3	−10	−5	+75	+14	+73	+76
M. & S. M.	73	38	1	170	9	227	300	75	36	1	182	15	234	309	+2	−2	...	+3	+6	+7	+9
N. W.	313	325	118	391	50	884	1,197	322	343	145	402	71	961	1,283	+9	+18	+27	+11	+21	+77	+86
R. & K.	5	4	1	13	2	20	25	6	4	*	12	1	18	24	+1	...	...	−1	−1	−2	−1
S. I.	51*	71*	3	165	9	248*	299*	49	71	5	168	9	253	302	−2	...	+2	+3	...	+5	+3
Total	2,126*	1,572*	247	3,809	419	6,047	8,173*	2,076	1,993	285	3,765	476	6,219	8,295	−50	+121	+38	−44	+57	+172	+122

Statement showing percentages of total senior subordinates employed.

	Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways.		Total class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1926.	1st April 1927.	1st April 1926.	1st April 1927.
Europeans	28·26*	**27·23**	26·01*	**25·03**
Statutory Indians—				
Hindus	18·10*	**19·64**	19·23*	**20·41**
Muslims	3·67	**4·18**	3·02	**3·43**
Anglo-Indians	46·14*	**44·51**	46·61*	**45·39**
Other classes	3·83*	**4·44**	5·13*	**5·74**
Total	71·74*	**72·77**	73·99*	**74·97**

* Revised figures.

Railway School of Transportation, Chandausi.

TRANSPORTATION MODEL ROOM.

During the year there was an increase of 172 in the number of Indians holding these posts and a decrease of 50 Europeans. Three-quarters of the posts are now held by Indians.

98. Training of Staff.—In last year's report a full description was given of the Railway Transportation School at Chandausi. In the year under review the number of students who passed through the school was 57 officers and 508 subordinates or 565 in all. The courses held were as follows:—

Special courses for senior scale officers.—2 short courses.

Senior Courses.—8 Courses of 30 days each for Junior officers and Senior Subordinates.

Junior Courses.—8 Courses of 30 days each for Transportation Subordinates.

Area Courses.—8 Courses of 3 weeks each for Transportation staff of the Lucknow, Allahabad and Moradabad Divisions of the East Indian Railway and of the Delhi and Ferozepore Divisions of the North-Western Railway.

The miniature $2\frac{1}{2}''$ gauge railway in the transportation model room has been improved in various ways. In two respects this railway differs from ordinary models. First, the speed has to be low as stations are close together and time must be given for the exchange of block signals. Secondly, the amount of working done is extremely heavy. Trains are running practically continuously for 5 and 6 hours a day and the wear on the brass gear wheels and axle journals is remarkable and has shown the desirability of adopting a harder metal. The control apparatus has been brought into regular use. Each cabin is in communication with train controllers and charts of the train running are plotted, exactly as is done in actual practice.

In the locomotive model room a complete wagon underframe has been installed fitted with vacuum brake, an electric exhauster being used to create vacuum, so that the brake operation can be fully demonstrated including passenger alarm apparatus and the guard's van valve. A Stone's train lighting set has been installed also 2 valve gear models made in the Jamalpur pattern shop complete in every detail.

The catering continues in the hands of a contractor. The wide variation of race and creed encountered makes catering a far from easy matter and complaints cannot be entirely avoided. The majority of the students however have expressed themselves quite satisfied with the food. The health of the school has been excellent throughout the year.

99. Area Schools.—In addition to Chandausi, Area Schools are now in being at Asansol on the East Indian Railway, at Lyallpur on the North-Western Railway and at Bina on the Great Indian Peninsula Railway. While none of these are yet functioning fully, all three are actually training staff.

Despite its limited space the Asansol School is dealing with some six hundred refresher students annually from the Transportation, Locomotive and Carriage and Wagon sides of the Operating Department. The number of students under training at one time is about 40. This school will eventually be transferred to Gomoh and besides dealing with the Eastern Divisions of the East Indian Railway, will also be the school for the Eastern Bengal Railway.

The Lyallpur School is at present primarily a probationers' school and the refresher work done so far has been very small. Apparatus is at present very limited, instruction being mainly in telegraphy, and commercial (booking and goods clerks) duties. The number of students in residence is close on 300.

Bina, like Asansol, is a temporary school and only deals with the refresher side. The accommodation available however is of a superior character, the building occupied by the school being the old district office, while various

buildings in the neighbourhood are used as hostels and quarters. Accommodation will shortly be available for 62 students and it is hoped to deal with 700 students per annum on the Transportation and Locomotive side.

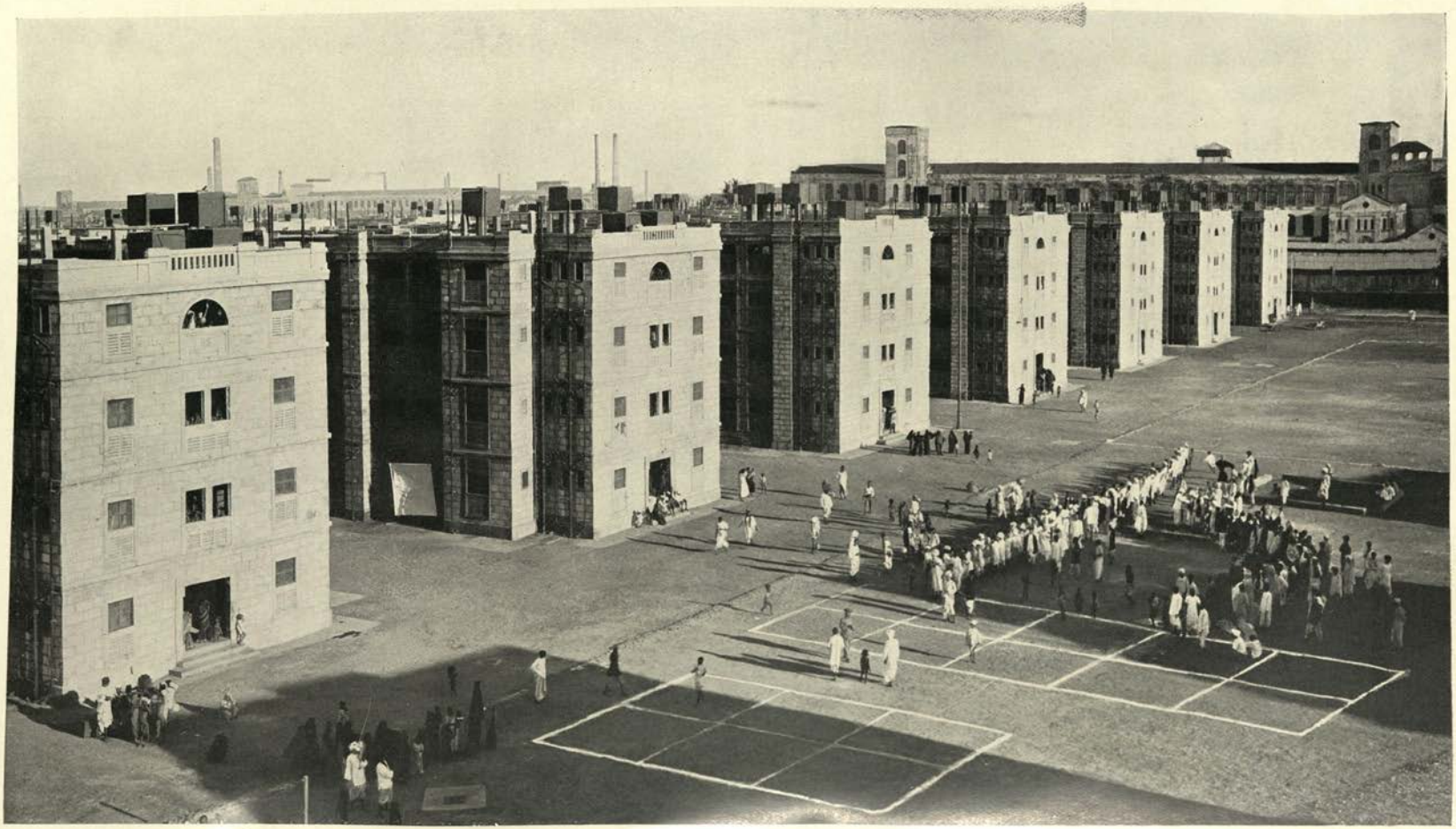
100. Railway Staff College at Dehra Dun.—The provision of an institution to give practical training to junior officers on Railways has been a long felt need. The Railway Transportation School at Chandausi, which is meant for the training of the subordinate staff only, could not be suitably extended to include a college for officers. The Railway Board have, therefore, decided to build a Staff College at Dehra Dun, which place is eminently suited for the purpose owing to its climate, situation and proximity to two other training institutions, *viz.*, the Forest Research Institute and the Prince of Wales' Royal Indian Military College. The lay-out of the College is under preparation and it is expected that work will soon be commenced. The scheme is estimated to cost about Rs. 20 lakhs roughly.

101. Facilities for the training of Students passing out of Engineering Institutions.—It was brought to the notice of the Railway Board that Indian students passing out of Engineering Institutions in the United Kingdom or in this country had few facilities for obtaining practical experience in order to fit them for their profession. With the large programme of construction in hand, it was considered that it would be possible to give a limited number of students, in addition to the probationers for the Indian Railway Service of Engineers recruited under the new regulations, practical training on construction works for a period of one year. It has, therefore, been arranged to afford practical experience on railway construction works on the State-worked Railways to 17 student engineers annually—9 from Indian Colleges and 8 from Colleges and Institutions in the United Kingdom. The training will extend over a period of one year during which the student engineers will be granted a stipend of Rs. 100 per mensem. Such training will not, however, give the student engineers any claim to appointment on the Railways.

102. Assistance to Railway Employees in the education of their children.—With a view to examine the difficult question of the extent to which Railway funds should be used for assisting Railway employees in the education of their children the Railway Board have obtained the services of an officer in the Indian Educational Service who is now collecting all the relevant facts regarding the assistance at present being given by railways. The object of the enquiry is first to obtain on an uniform basis the complete facts regarding assistance given from railway funds for the education of children of Railway employees; and, secondly, to enable the Railway Board to formulate the future policy to be pursued with regard to the present commitments of the railways and the facilities given by Provincial Governments for education.

103. Staff Welfare.—The Bombay, Baroda and Central India Railway have organised, through the Co-operative Credit Society of that railway, a Staff Welfare Fund which is intended to provide a means of assistance to employees of the railway who, through illness or other adversity, might require some tangible form of relief to tide them over a period of extreme financial embarrassment. The Fund owes its origin to the existence of surplus profits in the Co-operative Credit Society after the disbursement of the maximum dividend permissible under the Act and the necessary deduction for reserve. To the available surplus profits from the Co-operative Credit Society, the Railway Administration have agreed to add an annual contribution of Rs. 10,000 from the Fine Fund, and the Welfare Fund has been able to start with a sum of approximately Rs. 50,000 at its credit. The Fund is administered primarily by sub-committees which investigate and grant assistance up to certain limits, referring the larger and more important cases for decision by the Agent, who is assisted by an advisory committee, representative of different departments.

The Bombay, Baroda and Central India Railway have also taken the opportunity of the lack of public demand for the Bombay Development



GENERAL VIEW SHEWING CHAWLS OCCUPIED BY BOMBAY, BARODA & CENTRAL INDIA RAILWAY WORKSHOPS EMPLOYEES AT WORLI (BOMBAY).

Directorate chawls at Worli to lease five of these for the purpose of accommodating some 400 of the lower grade workshop staff of Parel. The chawls are conveniently situated within easy reach of the shops and close to the sea. The number of employees with their families now living in the chawls comprise a colony of nearly 2,000 people and there is an increasing demand for accommodation. Certain rooms in the chawls have been allotted for co-operative stores, a night school, a wrestling room and a small gymnasium, and a series of Lantern lectures by Indian lecturers have proved extremely popular. An effort has also been made to inspire enthusiasm for out-door sports. It is hoped that the success which has attended the scheme may result in a higher spirit of service and '*esprit de corps*' among the staff.

104. Strikes.—The only strike of importance during the year occurred on the Bengal Nagpur Railway. The Agent received a deputation from the Bengal Nagpur Railway Indian Labour Union in November 1926 and discussed the grievances which had been formulated by that body. He gave a detailed written reply in January 1927 and subsequently granted an interview to the President of the Union at which a threat to strike was withdrawn. Examination of points remaining undisposed of was proceeding when on the night of 11th February after attending a Union meeting a large body of workshop hands got out of control and attempted to take possession of Kharagpur Station. Next day the Kharagpur Branch of the Union declared a general strike within its jurisdiction and a few days later the Central Council of the Union declared a general strike over the whole line. The number affected varied from day to day and the greatest number was about 15,000, of whom 10,000 were at Kharagpur, out of a total staff of 65,000. On the 8th March the Union decided to call off the strike.

CHAPTER VII.

MISCELLANEOUS.

105. Amenities and improvements for the travelling public.— Following the practice of the last three years an account is given below of the measures taken by each of the principal railways in the matter of improvements and amenities for the travelling public. Amongst many other improvements designed to meet the needs of passengers 18 Indian refreshment rooms and 87 vendors' stalls were opened during the year, over 100 additional waiting rooms or sheds were opened at existing stations and 20 waiting sheds were enlarged. Hindu and Muhammadan dining cars are run on 59-Up and 58-Down trains between Lahore and Delhi. Hindu refreshment cars have been provided on the Jodhpur Railway on 9-Up and 10-Down between Luni Junction and Hyderabad (Sind) and on 74-Down between Luni Junction and Jodhpur.

Assam Bengal Railway.

A mixed train in each direction between Bhairab Bazar and Mymensingh and a shuttle train between Chaparmukh and Nowgong were introduced from 1st September 1926. An up and down goods train between Lumding and Mariani and between Dhoom and Laksam was converted into a 3rd class mixed train from 7th July 1926 and 15th November 1926 respectively. An up and down passenger train between Chittagong and Chittagong Port for the convenience of passengers arriving or departing with the B. I. Coastal Mail Steamers was introduced from 1st May 1926 to run on mail days.

Roof tanks were fitted to a number of 3rd class carriages and the water supply was improved at several stations.

Refreshment stalls were provided at Laksam, Sitakund and Karimganj. A refreshment room for upper class passengers was provided at Dhoom.

The 3rd class waiting hall was completed at Chittagong and two waiting sheds for passengers with booking office and water supply arrangements were constructed at Sitakund.

A town booking office was opened in Sylhet Town. Balimara station was opened for coaching traffic, and a temporary flag station was opened at Pandu for the convenience of passengers attending the Indian National Congress.

Bengal and North Western Railway.

From 15th October 1926 an up and a down train previously running between Mau Junction and Azamgarh was extended to Shahganj, and from 1st December 1926 an extra train each way was introduced between Nautanwa and Kunra Ghat.

An Indian refreshment room has been opened at Muzaffarpur. 3rd class waiting sheds have been provided at Sagauli, Janakpur Road, and Raxaul and a waiting room for Indian ladies has been provided at Raxaul.

An additional booking office and a parcel godown have been opened in the 3rd class waiting shed at Bahraich; a luggage office for 3rd class passengers has been provided at Gorakhpur; and a station with facilities for booking of goods and passengers has been opened at Lakshmiganj.

Additional facilities for dealing with pilgrims visiting the Magh Mela at Allahabad have been provided at Izat Bridge station including 3 large enclosures.

Bengal Nagpur Railway.

New passenger train services were introduced between Khurda Road and Talcher and Danea and Barkakana.

New bogie 3rd class carriages of an improved design with bodies 10 feet wide were introduced. The compartments are fitted with sliding doorways 4 feet wide hung on ball-bearing runners and easy to operate. The windows have glass frames and venetian shutters and ventilation is provided by means of louvres above the window openings. The latrines to these carriages are well ventilated and fitted with enamel cast iron pans, electric lights and grab handles. The design of the pans and surrounding floor in the latrine is so arranged as to ensure thorough drainage.

About Rs. 15,000 has been expended during the year in providing additional drinking water and sheds. Foodstalls were opened at 4 and tea kiosks at 9 stations during the year. Waiting rooms for Indian ladies at 4 stations and passenger halls and extra waiting rooms at a number of stations were provided during the year. Extensions and improvements to booking offices at 6 stations and to passenger platforms at 13 stations were carried out during the year.

Burma Railways.

From 1st April 1926 an extra evening local train in each direction was put on between Toungoo and Pyu. From 15th May 1926 an additional suburban local train in each direction was introduced between Rangoon and Insein, increasing the number of passenger trains daily in each direction between Rangoon and Insein to 47.

Hydrants for drinking water were erected at 11 additional stations on the Southern Shan States Railway. Vendors' stalls were provided at 29 stations on the main line and 2 on Ywataung District. Tea rooms were provided at Zibingyi station on the Lashio Branch.

Prome and Thazi stations were rebuilt with improved waiting halls and waiting rooms.

In addition to the stations on the new extensions new stations were opened at Sinlanzu, Zawchaung, Ma-U and Potha-Aunggon, and a booking office was opened in Pegu City.

Bombay, Baroda and Central India Railway.

On the Broad Gauge one additional train each way was put on between Anand and Cambay from 1st September 1926; also an additional train each way between Bulsar and Broach during the busy season. Double train service was continued on the Broach-Jambusar Railway during the 1926 monsoon as an experiment, but no more traffic was carried than by the single service in the previous year.

On the Metre Gauge an up and down Goods train with third class carriages was put on between Harij and Mehsana from 1st April 1926. An up and down local previously running between Ahmedabad and Mehsana was extended from and to Varetha from 1st September 1926, and an extra local was run in each direction between Ajmer and Nasirabad. From 1st March 1927 an extra local in each direction was put on between Delhi and Palam. 3rd class accommodation was provided on the up and down parcels train between Marwar Junction and Mehsana and on up and down goods trains between Palanpur and Mehsana. An extra train was run between Kalol and Vijapur,

On the broad gauge all the main line passenger trains are now electrically lit on the block system and also certain trains on the branch lines. On the metre gauge dynamos have been fitted to certain carriages to improve the lighting.

A through bogie, 1st, 2nd and 3rd class carriage was introduced between Bombay and Agra *viâ* Byana on the up and down Express trains but this was not patronised and was therefore discontinued. On the metre gauge through bogie thirds were introduced during the year as follows :—

Between Delhi and Hyderabad Sind by 3-Up and 4-Down Express.

Between Rajkot and Hyderabad Sind by Sind mail.

Between Ajmer and Merta Road by 3-Up and 4-Down Express.

Between Bhatinda and Delhi by 10-Up and 26-Down and 25-Up and 14-Down.

The arrangements for providing cool drinking water in running trains during the hot weather by travelling Hindu watermen was continued. The wells at 4 stations were deepened.

Vendors' stalls were provided at 9 stations and waiting sheds at 9 other stations.

4 new flag stations were opened and 8 old flag stations were converted into regular booking stations.

High level platforms were provided at Dungri and Umbergaon Road, and the platforms at Anand and Baroda were stone paved.

Foot over-bridges were provided at Palej and Bhayndar.

Eastern Bengal Railway.

On the broad gauge 5 additional trains were introduced on the converted section Parbatipur to Siliguri to improve the service to Northern Bengal and to make connections at Parbatipur. Of these the Northern Bengal Express has proved very popular. Three additional trains each way were put on to restore convenient services to local courts, which had been upset by the rearrangement of the time table in connection with the through running to Siliguri.

On the metre gauge, 5 additional trains were introduced on various sections to improve connections with main line trains at Parbatipur. Additional trains were also introduced on branch lines.

The lighting of inter and 3rd class carriages has been improved 25 per cent. by fitting additional lights. Lights have also been fitted in the lavatories.

Rs. 36,000 were spent in increasing the number of water taps on platforms and in the provision of Ashford tube wells at 14 stations. Arrangements have also been made to supply large earthen vessels for drinking water for the travelling public at all stations.

The Hindu refreshment room at Katihar has been completed, and refreshment rooms for Hindus were also opened at Ranaghat and Naihati.

New 3rd class waiting halls have been built at 6 stations while the shelters on island platforms have been extended at 3 stations. At 14 stations sheds have been improved and at 18 stations new platforms have been constructed or the existing platforms raised. Indian ladies waiting rooms were constructed at 9 stations and waiting accommodation for upper class passengers at 4 stations.

Better booking facilities for inter and 3rd class passengers were provided at 2 stations and separate parcel offices and godowns were built at 4 stations. Nearly one lakh of rupees was spent in providing new approach roads and in improvements and heavy repairs to the existing approach roads to stations including improvements to porches on No. 8 platform and in the circulating area at Sealdah.

MOHAMMADAN REFRESHMENT ROOM, LUCKNOW STATION.

East Indian Railway.

A new express train service No. 7-Up and 8-Down was introduced between Howrah and Delhi *viâ* Agra Cantonment and Muttra. This service is timed at mail speed and is considerably appreciated by long distance 3rd class passengers.

A through fast train service was introduced between Agra Cantonment and Bareilly. Two mixed trains each way were introduced on the Bhagalpur-Mandar Hill branch which was reopened for traffic from 1st October 1926. An additional through train was introduced between Moghal Serai-Benares-Allahabad *viâ* Janghai from 1st March 1927. A service of 2 through trains daily now serves these places in each direction. No. 41-Up and 42-Down Howrah-Agra through expresses were also routed over this section. An additional through train was introduced each way between Partabgarh-Janghai-Jaunpore from 1st March 1927, to connect at Janghai with the additional service between Benares and Allahabad.

A number of 75 gallon drinking water tanks fitted with push cocks were installed in 50 brakevans for the Kumbh Mela traffic thus enabling passengers to obtain water from the trains at stations. After the Kumbh Mela was over the intention was to transfer the tanks to the through express and passenger trains.

Tube wells were provided at 3 stations, shelters for drinking water stands were erected at 12 stations, while the drinking water supply was improved in various ways at 19 stations.

Refreshment rooms for Hindus were completed during the year at Burdwan, Fyzabad and Lucknow, while Muhammadan refreshment rooms were opened at Howrah, Partabgarh and Lucknow. A vendors' stall of 4 units was constructed at Sone East Bank and an additional vendors' shop was provided in the 3rd class waiting shed at Benares Cantonment.

The inter class waiting room at Patna City and an Indian Ladies waiting room at Shiupur and a general waiting room at Dhampur were completed. 3rd class waiting sheds were completed at Lillooah, Hazaribagh Road, Sitapur, Shiupur, Hapur, Rampur and Basharatgunj, while pucca floors were provided in a number of other waiting sheds.

A 3rd class booking office for women was completed at Howrah and a new booking office was provided in the 3rd class waiting shed at Lhaksar.

New stations were opened at Katoghan, Aithal, and Macharga.

Approximately one lakh of rupees was expended on improving the facilities for booking of 3rd class passengers and checking of tickets at Howrah.

Passenger platforms were extended at 9 stations. Septic latrines to Zenana enclosures were provided at 8 stations.

During the year the electric lighting in a number of through express and passenger rakes was rearranged so as to improve the internal lighting and at the same time to light the train externally and the ground on each side to a distance of about 10 yards. This should assist in the prevention of train thefts and other crimes. Passengers alighting at way side stations will also be assisted by the additional light from the train. It is proposed to fit all passenger trains in this manner as the opportunity offers.

Great Indian Peninsula Railway.

The following additional passenger trains were introduced:—

29-Down and 28-Up Nagpur express trains between Bombay and Nagpur from 1st April 1926.

167-Down and 168-Up passenger trains between Lonavla and Poona from 1st September 1926.

The 3rd class passenger service by 33-Down and 34-Up parcels trains between Igatpuri and Bhopal was extended to Agra on and from 18th June 1926.

Up-to-date bogie carriages are being rapidly put on the line in replacement of obsolete types of 4 wheeled vehicles. The new bogie vehicles are fitted with electric lights, increased lavatory accommodation of a more sanitary type, and better seating accommodation.

At 8 stations Hindu and Muhammadan foodstalls with cook houses have been completed.

Waiting sheds for 3rd class passengers were provided at 6 stations.

Flag stations have been opened at Babupeth and Chawlkheda for restricted booking of passengers and luggage to and from stations on the same branches.

Passenger platforms have been lengthened at 24 stations and foot overbridges constructed at 6 stations.

Jodhpur Railway.

An extra mixed train each way was introduced between Mirpur Khas and Hyderabad (Sind) from 15th May 1926. A Sunday service was started on the Merta City branch from 6th June 1926. Through bogies thirds with luggage vans were introduced in April 1926 between Bikaner and Ahmedabad, Hyderabad and Phulera, and Phulera and Bikaner.

The separation of the Jodhpur and Bikaner Railway systems resulted in an acute shortage of rolling-stock, particularly coaching vehicles, on the Jodhpur Railway. This shortage has to an appreciable extent been overcome but the placing of new stock on the line has been considerably retarded by the delay in the shipment of underframes on account of the coal strike in England. It is anticipated that by the end of 1927-28 this shortage will have been made good.

Hindu refreshment cars have been provided on 9-Up and 10-Down between Luni Junction and Hyderabad and on 74-Down between Luni Junction and Jodhpur. Electric fans have been fitted in second class carriages.

The construction of the new station building at Raika Bagh Palace has been completed. Flag stations at Run and Bomadra were opened for through goods and coaching traffic from 1st September 1926.

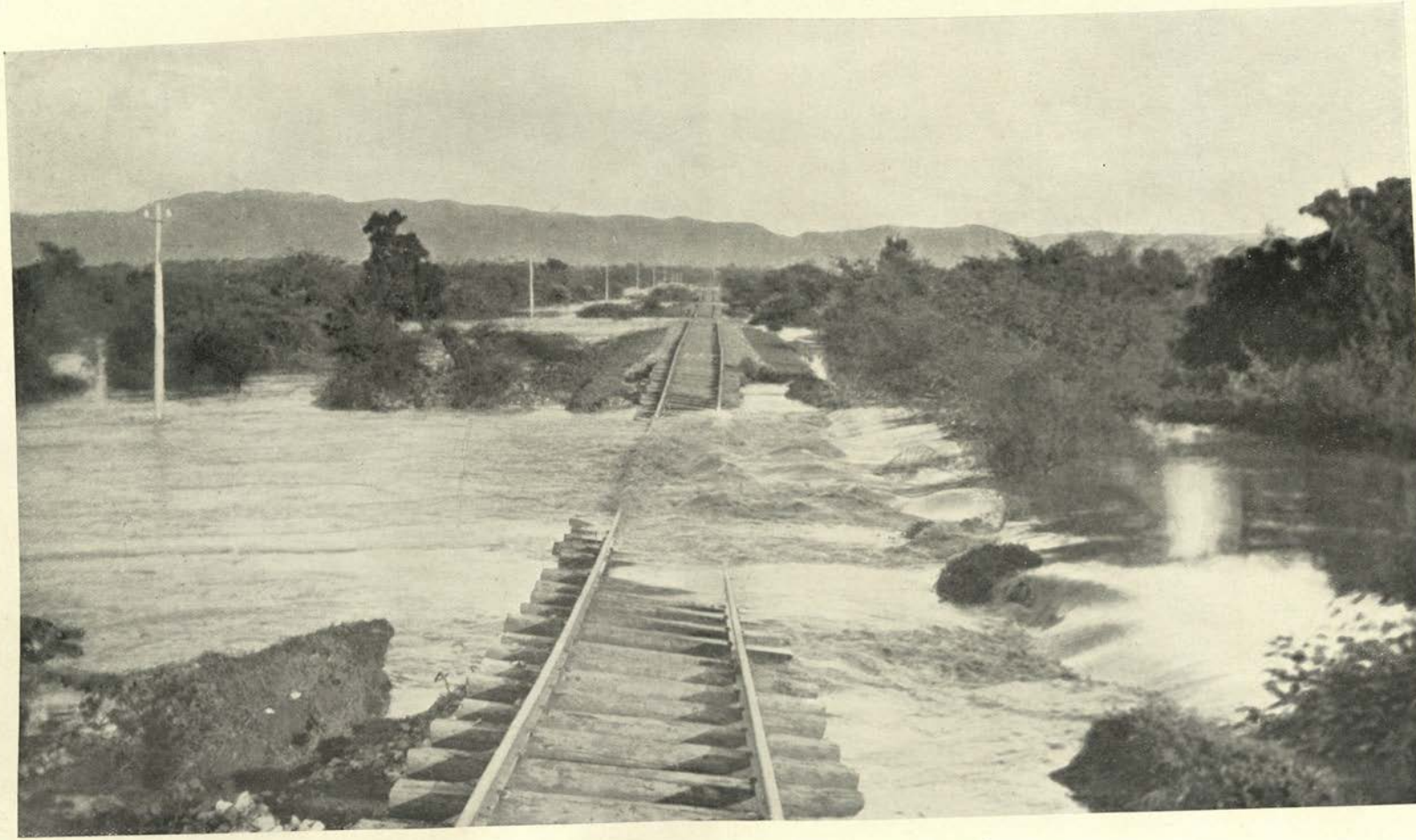
Passenger waiting shed were completed at Pithoro, Jamesabad and Besroli.

Madras and Southern Mahratta Railway.

On the Broad gauge a fast Mixed train was introduced between Arkonam and Renigunta from 1st April 1926 and from the same date an extra train from Madras to Arambakkam and back was added to the Madras suburban services. From 1st March 1927 an additional midday local train in each direction was introduced between Madras and Trivellore. From 1st April 1926 a motor coach service was introduced between Tenali and Chirala and was extended to Chinnaganjam in June. The traffic outgrew the capacity of the rail coach and it was replaced by a light passenger train from September 1926.

On the Metre gauge Nos. 11 and 12 trains running between Poona and Koregaon were extended to and from Kolhapur. No. 6-Down Kolhapur Passenger was given a later start from Poona and run at an accelerated speed for the convenience of through passengers arriving at Poona by the Great Indian Peninsula Railway trains.

Additional platform hydrants have been provided at Trivellore on the broad gauge and at 9 stations on the metre gauge. The chlorination of the



FLOODS NEAR HLAINGDET (SOUTHERN SHAN STATES RAILWAY).

water supply at Pakala is being arranged experimentally and if it is found successful it will be extended to other stations.

Indian refreshment rooms were opened at Guntur and at Cuddapah. Refreshment stalls in 3rd class waiting sheds have been completed at 8 stations on the broad gauge and at 4 stations on the metre gauge. Provision of separate waiting accommodation for 3rd class lady passengers has been completed at Madras Central, Raichur and Bezwada on the broad gauge and at 9 stations on the metre gauge.

His Exalted Highness the Nizam's Guaranteed State Railway.

On the broad gauge 13 additional suburban trains were put on from 1st April 1926 and 6 more were added from 1st September 1926.

On the metre gauge 12 additional suburban trains were put on from 1st April 1926 and an additional passenger train was introduced between Hyderabad and Nizamabad on and from 1st September 1926.

The new broad gauge 3rd class bogies are fitted with—

(*a*) Double roof electric lights,

(*b*) Staggered torpedo ventilators thereby doubling the usual number to give better ventilation,

(*c*) High backed seats to give more comfort.

Additional Indian refreshment rooms have been provided at Dornakal and Purna.

Waiting halls for 3rd class passengers have been built at Sailu and Umri stations. A 3rd class Zenana waiting room has been provided at Hyderabad metre gauge and a Ladies' waiting room at Parbhani.

Koloor was opened on 1st December 1926 as a Halt for the local booking of coaching traffic.

North Western Railway.

27 additional passenger trains were introduced during the year on various sections. 3 Sentinel steam coaches and 2 trailers were received in November and after erection and trial were put into service during the spring of 1927. The running of the two rail motors introduced in September 1926 between Landi Kotal and Peshawar Cantonment was discontinued in November for want of sufficient patronage.

With few exceptions all the main line trains are now electrically lit throughout, as well as many of the branch line services. During the year experiments were carried out with external lighting to assist passengers at night at low and rail level platforms and as a protection against thieves. The experiments were successful and it is proposed to extend the system to all important trains.

36 all-steel lower class carriages were added to the stock during the year, the lavatories of which are provided with automatic self closing water cocks to avoid wastage of water and to improve the flushing arrangement.

Tube wells, some with mechanical pumps and some with hand pumps, have been installed at many stations to take the place of open wells. These tube wells are particularly beneficient at small stations where the former shallow wells supplied indifferent water. At some of the larger stations special tube wells connected to the overhead tanks and distribution systems leading exclusively to taps now provide a pure source of drinking water. Among the stations treated this year are Wazirabad, Gunna Kalan, Wan Radha Ram, Pattoki and Okara.

At many stations the piped water supply is being improved and special cold water tanks installed. Water cooling shelters are being provided in increasing numbers and their design is being improved.

Refreshment rooms for Hindus and Muhammadans have been completed at Rohri and Ferozepur Cantonment, and tea rooms for Hindus and Muhammadans have been provided at Landi Kotal. Hindu and Muhammadan dining cars were run on 59-Up and 58-Down trains between Lahore and Delhi.

3rd class waiting halls have been completed at 16 stations and the waiting hall accommodation at Jullundur City has been doubled. Platform shelters have been provided at 7 stations. 1st and 2nd class Indian waiting rooms have been provided at Haripur (Hazara), Narowal and Rohri and Ladies' waiting rooms at Khairpur Mirs, Tando Adam, Hyderabad and Shikarpur. An inter class waiting hall has been built at Quetta.

Besides the stations on new branches, the following additional stations have been opened during the year:—Barkala, Dholan, Vakilwala and Bahuman. Additional booking offices for 3rd class passengers have been provided at Tando Adam, Sehwan and Jullundur City.

Additional passenger platforms have been provided at Chak Pirana, Kalian, Lohi Bhir and Rumian.

Automatic weighing machines for booking 3rd class passengers' luggage have been installed at Lahore, Amritsar, Jullundur Cantonment, Pathankote and Gujranwala.

New vendors shops have been provided at a number of stations, including Sehwan.

Rohilkund and Kumaon Railway.

One additional up and down train has been provided on each of the following sections:—

Bareilly Junction—Kasganj Junction.

Bareilly City—Lalkua.

Kashipur—Ramnagar.

Kashipur—Kathgodam.

Two additional up and down trains have been added between Bisalpur and Shahjahanpur.

Three composite inter and 3rd and 27 third class carriages have been rebuilt and converted into new type omnibus sided carriages, and fitted with electric light in place of oil light. All coaching stock is now lighted electrically.

All 3rd class passenger stock is being internally painted with the roof and upper half of the sides white and the lower half light grey. This has considerably brightened up the interior of the carriages.

South Indian Railway.

On the Broad Gauge 2 through trains were introduced from 1st October 1926 between Jalarpet and Madras Central for the convenience of passengers to and from the West Coast.

On the Metre Gauge 2 through trains were introduced between Madras, Egmore and Trichinopoly, Tanjore and Trichinopoly, Chingleput and Conjeeveram from 10th June 1926.

BREACH AT BRIDGE 192, MILE 335-1.

Two more trains were put on between Chingleput and Conjeeveram from 1st February 1927 to counteract road motor competition. Two shuttle trains were run between Tinnevelly and Shencottah from 10th June 1926 and rail motor services were introduced between Quilon and Trivandrum and Quilon and Punalur, from 1st January 1927.

Hydrants have been provided on 25 stations. An Indian light refreshment stall was provided at Palghat.

3rd class waiting sheds have been completed at 8 stations and at 4 more stations the sheds have been extended. Platforms have been widened at 10 stations. Upper class waiting rooms have been opened at Koilpatti, Irinjalakuda, Ollur, Tillavilagam and Papanasam, and a retiring and sleeping room for Indians has been provided at Negapatam.

Nine new stations have been opened. Chingleput and Villupuram stations have been lit by electricity. Ordinary oil lights at 7 stations have been substituted by high power lights, and additional high power lights have been provided at 6 stations.

Platform benches have been provided at seven stations and benches in the 3rd class waiting sheds at 22 stations.

106. Coupon tickets for mercantile firms.—This scheme, whereby first class tickets at reduced fares are issued to the representatives of firms for journeys totalling 3,000 miles performed on business within six months and which was originally introduced by the Madras and Southern Mahratta Railway, was described in paragraph 94 of last year's report. During the year it was adopted by the East Indian, Eastern Bengal, Great Indian Peninsula, North Western, South Indian, Bengal Nagpur and His Exalted Highness the Nizam's Guaranteed State Railways both in local and through booking. Some 380 of these coupon books were sold during the year and in addition 54 second class books were sold on the Great Indian Peninsula, Eastern Bengal and East Indian Railways. The question of introducing second class books on other railways is under consideration. Detailed rules regarding the issue of coupon books will be found in the time tables and guides of different railways.

107. Flood Damages.—The most serious floods of the year occurred in Burma where very serious damage was caused to the formation and bridges of the Burma Railways and communications were interrupted in 3 areas of considerable size:—

(A) the Insein and Tharrawaddy Districts,

(B) the Pegu District,

(C) the vicinity of Thazi, the junction in Upper Burma where the Southern Shan States and Myingyan Branches take off from the main line.

There were also damages of a less serious nature in other places. The interruptions in the Insein, Tharrawaddy and Pegu Districts were simultaneous and were due to unusually heavy rainfall in the Pegu Yomas from August 13th to 16th, 1926. As a result Rangoon was completely cut off for a time from the interior of Burma. For miles railway embankments were under water, the abutments of bridges were under-mined and one bridge consisting of six spans of 40′ was completely destroyed. 100,000 acres of rice land in the Pegu District were damaged. Roads also suffered severely and more than one town was under water for days. Although communications were restored with great rapidity considering the extent of the damage considerable inconvenience was caused and the railway company suffered considerable loss of revenue over and above the expenditure incurred in repairing the damage. The Burma Government appointed a Committee, including

the Chief Engineer of the Burma Railways, to investigate the causes of the floods and to make recommendations for the future. The causes were found to be the excessive rainfall and the deterioration of the waterways. The latter was chiefly due to the lengthening of the courses of the streams from the Pegu Yomas caused by the rising coast line, the consequent reduction in their slope and silting of their beds, inadequate allowance for waterways at certain places both on the roads and on the railway, the damming up of the natural drainage channels by fishermen and inadequate control over the floating of timber. The most important outcome of this enquiry has been the improved co-operation of the railway and Government Engineers in determining the waterway that should be provided at various points in the railway lines. It has also been decided that all difficult and doubtful questions of waterways throughout Burma shall in future be settled by a small standing committee consisting of a Railway Engineer and a Public Works Department Irrigation Engineer.

The floods in the vicinity of Thazi occurred two months later than those described above and were not included in the terms of reference of the Committee. These floods were due to excessive rainfall at Meiktila and in the range of hills to the east of the main line, which forms the watershed between the Samon River and the Myittha River, further to the east. The interruptions to the communications were of much longer duration in this area, the periods being—

Main line:—

South of Thazi—

Between Shweda (Mile 282) and Pyawbwe (Mile 287) from 18th October 1926 to 27th October 1926.

Between Nyaungyan and Thazi from 25th October 1926 to 26th October 1926.

North of Thazi—

Between Thedaw (Mile 322) and Kyaukse (Mile 339) from 18th October 1926 to 23rd November 1926

and again from 24th November 1926 to 7th December 1926.

Southern Shan State Branch.—From 18th October 1926 to 16th November 1926 and again from 23rd November 1926 to 13th December 1926.

Myingyan Branch.—From 18th October 1926 to 22nd October 1926.

Great Indian Peninsula Railway.

In September 1926 owing to unprecedented floods in the Nerbudda River the railway bridge between Shahpura and Bikrampur on the Jubbulpore-Itarsi section of the Great Indian Peninsula Railway was completely submerged and the girders consisting of 6 spans of 40′ arches and 5 girder spans of 150′ each were washed away. Communication on this section which forms part of the main route between Bombay and Calcutta was interrupted indenfinitely and the mail trains were diverted *viâ* Katni, Bina and Jhansi. A new single line bridge on a new alignment is being constructed, to replace the bridge that was destroyed.

Bengal Nagpur Railway.

The Nerbudda bridge on the Narrow Gauge (Nainpur-Jubbulpore) section of the Bengal Nagpur Railway was also badly damaged, five main girders being washed away.

BREACH AT BRIDGE 192, MILE 335-1.

LIBRARY OF THE BOMBAY

The very heavy rain in the Jubbulpore District from September 20th to 22nd, 1926, was also responsible for the breaching of the Bengal Nagpur Railway between Bilaspur and Katni. The breaches were mainly confined to banks except at Johilla where two girders of a bridge were washed away. A pontoon bridge was erected as soon as possible for the temporary transhipment of passengers, parcels and special consignments up to one maund in weight, and at the same time arrangements were made to erect temporary girders on the existing piers, which would enable trains to be pushed over the bridge and would supersede the transhipment over the pontoon bridge.

Bengal Dooars Railway.

This line was breached at Barnes Junction on 19th August 1926, due to the Teesta River cutting into the line. Transhipment of all kinds of traffic was arranged and through running could not be restored till 4th October 1926.

Bombay, Baroda and Central India Railway.

Owing to heavy rain on 1st September 1926 the line between Abu Road and Banas was breached in several places. Through communication was restored from the evening of 4th September. There was a further breach on the 8th September on the metre gauge section in 2 places, through communication being restored on the 13th and 15th September 1926.

North Western Railway.

The double line between Karachi and Landhi on the Karachi-Kotri section was badly breached on the 5th September 1926 due to a severe cyclone. The line was completely submerged in several places and all telephonic and telegraphic communication entirely broke down. Single line working was resumed the next day and double line working on the 10th.

The Kalka-Simla section was blocked by a heavy landslide between Taksal and Gumman on the 30th July and between Shogi and Kathleghat stations on the 6th September. All trains were transhipped and through communication was restored on 2nd August and 12th September respectively.

The Khyber Railway was breached on two occasions, *viz.*, on 9th August 1926 and 4th September 1926 through running being resumed on 11th August 1926 and 12th September, respectively.

Mysore Railways.

The line between Kavalanda to Chamarajanagar was breached in several places on 9th September 1926, through communication being restored on 11th September.

Bengal and North Western Railway.

On the night of 2nd August 1926 the embankment was cut by villagers between Khadda and Chhitauni stations and a breach 180 feet wide was found which stopped communications beyond Khada. These were restored on 3rd September by opening a diversion round the breach.

The line between Suraimanpur and Reoti on the Chupra-Balia section was breached on 14th September. Passengers were diverted *viâ* Bhatni Junction, transhipment being not possible. Through running was resumed on 20th October.

Jodhpur Railway.

On the night of 9/10th September 1926 the line was badly breached between Janiana and Gole due to heavy floods in the Luni river. Through communication was restored on the 14th.

108. Accidents.—The following table shows the numbers of passengers, railway servants and other persons killed and injured in 1925-26 and 1926-27:—

	Killed.		Injured.	
	1926-27.	1925-26.	1926-27.	1925-26.
A.—Passengers.				
(1) In accidents to trains, rolling-stock, permanent way, etc.	16	22	126	161
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	324	352	1,117	1,131
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	7	3	21	31
Total .	347	377	1,264	1,323
B.—Railway Servants.				
(1) In accidents to trains, rolling-stock, permanent-way, etc.	25	20	126	141
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	319	333	1,253	1,285
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	46	49	2,204	1,897
Total .	390	402	3,583	3,323
C.—Other persons.				
(1) In accidents to trains, rolling-stock, permanent-way, etc.	19	35	35	78
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,107	2,081	793	817
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	30	23	61	68
Total .	2,156	2,139	889	963
GRAND TOTAL .	2,893	2,918	5,736	5,609

Nerbudda Bridge Washaway, G. I. P. Railway.

PIERS LEFT STANDING AFTER THE FLOODS HAD SUBSIDED.

109. The number of passengers killed shows a decrease of 30 and the number of passengers injured shows a decrease of 59. These figures of passengers killed and injured are the lowest of the last five years in spite of an increase of passenger train mileage during this period of 9,906,000 miles or 15 per cent.

Year.	Passengers.	
	Killed.	Injured.
1922-23	405	1,368
1923-24	372	1,272
1924-25	418	1,312
1925-26	377	1,327
1926-27	**347**	**1,264**

110. The following table analyses the main causes of accidents to railway servants on Class I Railways which occurred by movements of trains and railway vehicles exclusive of train accidents:—

Cause.	Numbers killed.		Numbers injured.	
	1926-27.	1925-26.	1926-27.	1925-26.
1. Misadventure or accidental	203	212	883	901
2. Want of caution or misconduct on the part of the injured person.	98	101	265	279
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured.	11	9	37	51
4. Defective apparatus or system of working, dangerous places, dangerous conditions of work or want of rules or systems of working.	1	1	4	5
Total	313	323	1,189	1,286

These figures show a decrease of 10 killed and 47 injured compared with 1925-26.

111. Out of a total of 2,893 persons killed on railways 1,784 were trespassers and 253 committed suicide.

112. The following statement analyses the accidents which occurred on all railways during the last two years grouped under the principal causes.

A fuller statement showing the accidents in greater detail under the separate railways is to be found in Appendix D of Volume II of this report:—

	1926-27.	1925-26.
Running over cattle	**10,053**	9,612
Derailments not involving passenger trains	**4,946**	4,397
Accidents due to failure of couplings and draw gear	**2,930**	2,722
Accidents due to failure of machinery of engines, springs, etc., or faulty working of crew, or other causes	**2,211**	2,178
Derailment of passenger trains	**381**	347
Fires in trains or at stations or bridges	**283**	290
Collisions involving goods trains or goods vehicles	**378**	309
Broken rails	**330**	361
Running over obstructions on the line	**320**	294
Bursting of tubes and boilers of engines	**604**	275
Accidents due to failure of axles	**46**	145
Flooding of permanent-way	**132**	92
Collisions involving passenger trains	**75**	65
Passenger trains running in the wrong direction through points but not derailed	**90**	98
Collisions between light engines	**68**	66
Land slips	**44**	40
Accidents due to failure of tyres or wheels	**49**	20
Accidents due to failure of brake apparatus	**19**	33
Trains running through level-crossing gates	**37**	26
Failure of bridges or tunnels	**20**	12
Miscellaneous	**447**	712
TOTAL	**23,463**	22,094

Cases of running over cattle are still responsible for the largest number of accidents—43 per cent. of the whole.

'Derailment of passenger trains' and 'Collisions involving passenger trains' were rather more numerous and may be attributed to an increase in passenger train mileage amounting to over five million miles.

'Accidents due to failure of axles' and 'Miscellaneous accidents' show a decrease and there are also decreases under 'Fires in trains or at stations or bridges', 'Broken rails' and 'Accidents due to failure of brake apparatus'.

The small increase in 'Running over obstructions on the line' and 'Trains running through level crossing gates' is chiefly due to the increasing number of motor vehicles on the roads. In this connection it may be mentioned that the Railway Board have during the year given very careful attention to the question of level crossings with a view to improve the vehicle driver's field of vision and generally to provide better protection for crossings.

The other increases are mainly attributable to a general increase of 3·4 per cent. in train mileage.

113. The following is a brief account of the more serious accidents which occurred during the year:—

Derailment of 604-Up Express on the Lucknow-Cawnpore branch.—On 26th July 1926, No. 604-Up Great Indian Peninsula Express was derailed between Harauni and Jaitipore stations on the Lucknow-Cawnpore Branch of the East Indian Railway. The accident was due to the removal of dog spikes and fishplates by some unknown persons with the deliberate object of wrecking the train. Four bogie coaches and one four-wheeled car-

Nerbudda Bridge Washaway, G. I. P. Railway.

GENERAL VIEW SHEWING CONSTRUCTION OF THE NEW BRIDGE AND REMAINS OF THE OLD.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

riage were derailed and capsized and the track for a distance of about 100 yards was uprooted. No one was injured and a diversion was completed on the next day. The result of the police enquiries led to the prosecution of the sub permanent-way inspector and two trollymen, who however were acquitted by the Sessions Judge, Lucknow.

Level-crossing accident near Aligarh.—At about 1—15 on the morning of 22nd November 1926 No. 89-Up Passenger whilst proceeding from Aligarh to Bareilly ran into a camel cart, containing twelve passengers, on the level-crossing at gate No. 87, mile 100, Aligarh-Bareilly branch. As a result of the collision four of the occupants of the cart were killed outright and eight seriously injured, two of whom subsequently died in hospital. The cart was completely destroyed. The accident was due to the gates being left unattended and open without lamps during the night hours. The gateman was prosecuted and sentenced to 18 months' rigorous imprisonment.

Bhadrak Accident.—At 22·30 hours on the night of the 13th March 1927 No. 4-Up Madras Mail collided with a shunting engine attached to wagons in the goods yard at Bhadrak, a station on the East Coast Section of the Bengal Nagpur Railway, 183 miles South of Calcutta, owing to the facing points, being set for the wrong road. Both engines were badly damaged. A luggage van and two 3rd class bogies immediately behind the mail engine telescoped. 14 passengers were killed and 66 injured. Of the staff one pointsman was killed while the drivers of both engines and one fireman were seriously injured. The points locker responsible for locking the points was found principally to blame and was sent up for presecution.

Train blown over by the wind.—A curious accident, with fortunately no serious results, occurred on June 9th, 1926, on the Bikaner State Railway (Metre gauge). Shortly after 7 in the evening, a mixed train of 16 vehicles proceeding from Charaud to Hissar was struck by a violent gust of wind, and, with the exception of the engine, laid on its side. Ten passengers received slight injuries. The force of the wind was so great after leaving Charaud that the driver was forced to apply the brake. As the train came to a stand still it was gently lifted and laid on its side, the engine only remaining firm. The curious feature of the case was the way all the vehicles were gently laid in a straight line with scarcely any damage to the wood work.

114. Safety First.—A brief account of ' Safety First ' measures on some of the principal railways is given below. Arrangements are also being made by the Chief Publicity Officer to prepare a suitable film on the subject for display by the Railway cinemas.

Bombay, Baroda and Central India Railway.—In consultation with the Chief Inspector of Factories of the Bombay Presidency, 4 posters were designed by this railway for display in the Company's Workshops. These posters were prepared from actual photographs of safe and unsafe methods of working in selected branches of manufacture and maintenance work in the Railway Workshops. To enable the full benefit to be derived from the instructions they have been printed not only in English but also in three vernacular languages.

Eastern Bengal Railway.—Copies of illustrated booklets prepared by the Great Indian Peninsula Railway were distributed to District Officers for communication of relevant portions to their staff. Inspecting subordinates were instructed to take the opportunity, while visiting stations, of addressing the staff on ' Safety First '. The compilation of ' Safety First' pamphlets for particular classes of the staff is in hand.

Great Indian Peninsula Railway.—The illustrated booklet mentioned in last year's report has been translated into Hindi, Marathi and Urdu and distributed throughout the line. The principles of ' Safety First ' have been explained by the inspecting officers to the clerical and menial staff; special circulars have been printed and issued to all goods shed staff, drawing their attention to the rules in connection with the handling of dangerous and explosive goods, especially at night.

Madras and Southern Mahratta Railway.—Coloured posters warning staff against dangerous practices and pictures for the use of illiterate staff showing the right and wrong way of handling tools and machinery from the point of view of safety are posted in the Workshops. A statement showing particulars of staff killed and injured on each District is sent to the District Traffic Superintendents in order that steps may be taken by them to minimise accidents and imbue the staff with the necessity of observing Safety First measures.

H. E. H. the Nizam's Guaranteed State Railway.—Safety First booklets were distributed to the staff and special notices in English, Telugu and Mahrathi are under preparation for the information of the public and the staff. Special look-out men are being appointed at places of danger as a protection to gangmen.

North Western Railway.—Propaganda work in this connection is being done through the medium of the North Western Railway magazine, by means of illustrative sketches, notices, slogans, etc. Cinema slides on this subject are shown between films and arrangements are being made to issue coloured posters to impress on the minds of illiterate employees and members of the public the importance of this subject.

Bengal Nagpur Railway.—The principles of ' Safety First ' have been impressed on the staff by photographs and article in the Bengal Nagpur Railway magazine, and by special headings in the weekly gazette.

115. Publicity.—Railway propaganda in India has hitherto been mainly directed towards endeavouring to attract upper class tourist traffic. The Railway Board have, however, lately devoted considerable attention to the whole question of railway publicity as a means of encouraging lower as well as upper class traffic. After careful consideration it was decided to establish on each of the State-managed Railways, branch publicity bureaux organised on the lines of the publicity bureau on the Great Indian Peninsula Railway. By the end of the year under review these bureaux had all come into existence. At the same time a central publicity bureau at Bombay was inaugurated, and placed in charge of a Chief Publicity Officer working under the orders of the Railway Board, for the purpose of :—

(1) co-ordinating and directing the work of the branch bureaux,

(2) controlling overseas publicity on behalf of the State Railways,

(3) taking over and carrying out all film production for the State Railways,

(4) generally developing all railway publicity activities.

The success of the Great Indian Peninsula Railway cinema car which was commented upon in last year's report has induced the Railway Board to extend the scheme to the other State-managed Railways. Travelling cinemas complete with van, apparatus and operators were accordingly fitted up and were put into operation towards the close of the year on the East Indian and North Western Railways, while a similar car was expected to start running on the Eastern Bengal Railway early in 1927-28. The purpose of this cinema campaign is mainly educative and amongst the non-railway audience the range of subjects displayed is intended to appeal to cultivators of cotton, wheat and sugar and agriculturists generally or to the pilgrim and potential traveller. The films are also intended to broaden the outlook of the railway staff and to stimulate their interest in the primary products and industries and in general travel with which they are intimately concerned.

The work of producing films, designed to secure these objects, which was originally undertaken by the Great Indian Peninsula Railway was handed over to the Chief Publicity Officer on the opening of the central publicity bureau, and a fresh programme of film production dealing with railway technical subjects is under preparation embodying Safety First, Vaccum brake, Lubrication, Steam valve gear, Track maintenance, Electrification, Bridge construction. It is intended to add to these subjects from

Demonstration Train, Eastern Bengal Railway.

VIEW OF OUTSIDE OF TRAIN.

time to time, making each film as crisp and concise as possible in order to avoid the risk of tiring the audiences. These films will, besides being displayed at stations, also be useful for lecture purposes in the railway technical schools. It is fully realised, however, that undiluted instruction becomes very tedious and it is therefore proposed to supplement the educational films by making arrangements to hire from film circulating libraries good pictures of lighter vein possessed of human interest.

As a result of a meeting held in February 1927 between the Railway Board and the Publicity Agent of the P. & O. S. N. Company, and it was decided to enter into an agreement with the P. & O. Company for a joint publicity campaign this year in England with a view to encouraging tourist traffic to and from India.

The following is a brief account of publicity developments on the principal railways:—

Great Indian Peninsula Railway.—The Information Bureau, Victoria Terminus, received an increased volume of enquiries from all parts of the world and a greater number of itineraries were worked out than in the previous years.

Up to 31st March 1927 the following cinema films had been made departmentally and completed:—

	Length feet.
A short winter tour of India	3,873
Sugar-cane cultivation in India	3,226
Poultry Farming in India	1,620
Cattle development in India	2,480
The Imperial Cattle Breeding Station at Karnal, Punjab	1,100
Irrigation in the Bombay Deccan	2,500
Pandharpur Mela	1,035
Firing of the First Charge in the Cut Off on the Bhore Ghat	154
Wheat cultivation in India	2,000
Cotton growing in India	3,000
Washaway on the Nerbudda near Bikrampur	440
First Battalion, G. I. P. Railway Regiment in Camp	891
The Imperial Indian Mail	704
Poona Races Advertisement Film	80
Palwal Agricultural Fair and Ploughing Matches	1,350
Sport in India	1,600

The cinema shows continued to be popular and were attended by very large audiences. Displays were given at 249 stations. Special cinema shows were given for 10 days at the Burman Fair near Kareli station 12 miles from the railway line, at Palwal Cattle Show for 11 days, and at the Bombay Presidency Agricultural Show, Poona. Special displays were given to His Excellency the Viceroy at the Viceregal Lodge, the Legislative Assembly and the delegates of the Indian Railway Conference Association at Simla. The film 'Irrigation in the Bombay Deccan' was shown to members of the Council of the Bombay Government.

North Western Railway.—Open air cinema performances were given at a number of stations free of charge and scenic, educational, dramatic and comic films were exhibited for the entertainment of the railway staff and the public. Slides bearing on publicity and safety first were also shown in between the films. The tour programme is advertised beforehand in the railway's weekly gazette and the performances have drawn large crowds.

Two vernacular illustrated pamphlets one in Hindi and the other in Gurmukhi have been published to give publicity to the Kumbh Mela at Hardwar and the famous Sikh shrine at Dera Baba Nanak. A number of notices in English and vernacular regarding through service, booking of luggage, etc., have been issued during the year with some coloured posters

including one of the Sikh shrine at Dera Baba Nanak and the other of the Chappar rift in Baluchistan.

Eastern Bengal Railway.—The chief feature on this railway was the organisation and running of a Demonstration Train which is dealt with in a separate paragraph.

East Indian Railway.—A four-wheeled passenger coach, fully equipped with cinema apparatus and staffed by an operator and mechanic commenced touring the system on the 12th February, and gave free open-air cinema shows to the staff and the general public at the smaller moffusil stations on the system. The programme included films of human interest such as dramas, comedies, etc., as well as slides relative to railway propaganda.

To assist the United Province Poultry Association, in their efforts to raise the standard of poultry in India, a carriage was specially fitted as a miniature poultry farm, and this, manned by qualified members of the United Province Poultry Association travelled over the entire system. The staff gave lectures and demonstrations at different centres.

Bombay, Baroda and Central India Railway.—In November 1926 a pamphlet was issued to the travelling public in Bombay informing them of the progress effected on the electrification scheme of the Bombay local and suburban section. This pamphlet was the second of a series.

The re-introduction of the half-yearly time-table which was discontinued during the war was brought into effect from 1st March. This publication contains useful information to the tourist not only concerning the timings of trains over the home line but also a resumé of important connections with foreign Railways as well as general information regarding the places of interest which this Railway serves.

Three posters were received from England during the year depicting Jaipur, Ajmer and an illustration of the Mail train between Bombay and Delhi. These posters have been distributed in England, America and in all the important stations in India, and it is hoped by this means to attract more tourist traffic to the line.

Bengal Nagpur Railway.—A poster depicting the temples of Jagannath at Puri has been printed and distributed to all the larger pilgrim centres in India. A pamphlet was also printed in Hindi and Bengali prior to the Rath Jatra Festival describing the route to Puri and the temples at Puri.

116. The Eastern Bengal Railway Demonstration Train.—A Demonstration Train was run by the Eastern Bengal Railway from Calcutta on the 22nd February 1927 on a publicity tour of about a month, including halts at selected stations on the Broad Gauge. The following bodies participated:—The Eastern Bengal Railway (Publicity Department), the Public Health, Industries, Co-operative, Veterinary and Agriculture Departments of the Government of Bengal, the India Tea Cess Committee and five Commercial firms. The train included 7 bogie Demonstration Cars, being bogie third class carriages specially altered inside for the display of exhibits and the accommodation of the visiting public, each car in charge of demonstrators. It also carried its own catering establishment for the service of the Demonstration staff.

The train returned to Calcutta on the 23rd March after a run of 1,262 miles, having visited 30 localities. It was on view at every halt from 8 hours to 11 hours and from 13 hours to 16. 30 hours each day while in the evenings open air demonstrations including lectures with cinema or lantern slide shows were given. The tour was throughout a great success, about 180,000 people having visited the train and attended the evening lectures. For a period of each halt the train was specially reserved for Purdahnashin ladies. The charges of the train were divided by arrangement between the participants.

Demonstration Train, Eastern Bengal Railway.

INTERIOR VIEW OF AGRICULTURE DEPTT. CAR.

APPENDIX A.

List showing Railways in India alphabetically arranged under each gauge according to system of working.

[NOTE.—The railways under construction or sanctioned for construction on the 31st March 1927, are shown in italics.]

Name of Railway.	Working or Constructing Agency.
I.—STATE LINES WORKED BY THE STATE.	
5′ 6″ gauge.	
Eastern Bengal	Eastern Bengal Railway
East Indian	East Indian Railway.
Great Indian Peninsula	Great Indian Peninsula Railway.
North Western	North Western Railway.
South Bihar*	East Indian Railway.
3′ 3⅜″ gauge.	
Aden	Aden Railway.
Cawnpore-Burhwal Link	East Indian Railway.
Eastern Bengal (3′ 3⅜″ and 2′ 6″)	Eastern Bengal Railway.
2′ 6″ gauge.	
Kalka-Simla	North Western Railway.
Kangra Valley	
Zhob Valley	
(Khanai-Hindubagh)	
Kohat-Thal	
Trans-Indus (Kalabagh-Bannu)	
2′ 0″ gauge.	
Dera Ismail Khan-Tank Decauville	North Western Railway.
Jorhat (Provincial)	Assam Government.
II.—STATE LINES WORKED BY COMPANIES.	
5′ 6″ gauge.	
Bengal-Nagpur	Bengal Nagpur Railway Company.
Bezwada Extension	Nizam's Guaranteed State Railway Company.
Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.
Kolar Gold-fields	Madras and Southern Mahratta Railway Company.
Madras and Southern Mahratta	
South Indian	South Indian Railway Company.
3′ 3⅜″ gauge.	
Alnavar-Dandeli (Provincial)	Madras and Southern Mahratta Railway Company.
Alon-Ye-U	Burma Railways Company.
Assam-Bengal	Assam Bengal Railway Company.
Bangalore-Harihar	Madras and Southern Mahratta Railway Company.
Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.
Burma	Burma Railways Company.
Burma Extensions	
Dhone-Kurnool	Madras and Southern Mahratta Railway Company.
Hindupur (Yesvantpur-Mysore Frontier).	
Jodhpur-Hyderabad (British Section).†	Jodhpur Durbar.
Lucknow-Bareilly	Rohilkund and Kumaon Railway Company.
Madras and Southern Mahratta	Madras and Southern Mahratta Railway Company.

* Although a leased line, it is, for convenience, shown under the head "State lines worked by the State".

† The Indian State Section of this railway forms an integral part of the Jodhpur Railway. This line is worked by the administration of the Jodhpur Railway.

Name of Railway.	Working or Constructing Agency.
II.—STATE LINES WORKED BY COMPANIES—*concld.*	
3′ 3⅜″ gauge—*concld.*	
Moulmein-Ye	Burma Railways Company.
Nilgiri	South Indian Railway Company.
Palanpur-Deesa.*	Bombay, Baroda and Central India Railway Company.
Pegu-Kayan	Burma Railways Company.
Pyinmana-Taungdwingyi	Burma Railways Company.
South Indian	South Indian Railway Company.
Southern Shan States	Burma Railways Company.
Travancore (British Section)	South Indian Railway Company.
Travancore (Indian State Section).†	South Indian Railway Company.
Tirhoot	Bengal and North Western Railway Company.
2′ 6″ gauge.	
Broach-Jambusar	Bombay, Baroda and Central India Railway Company.
Morappur-Hosur	South Indian Railway Company.
Purulia-Ranchi	Bengal Nagpur Railway Company.
Raipur-Dhamtari	Bengal Nagpur Railway Company.
Satpura	Bengal Nagpur Railway Company.
Samni Dehej	Bombay, Baroda and Central India Railway Company.
Tirupattur-Krishnagiri	South Indian Railway Company.
2′ 0″ gauge.	
Tumsar-Tirodi Light	Bengal Nagpur Railway Company.
III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.	
(A) Worked by the Branch Line Company.	
2′ 6″ gauge.	
Ahmadpur-Katwa	Ahmadpur-Katwa Railway Company.
Arakan Light.‡	‡ ‡ ‡ ‡
Bankura-Damoodar River	Bankura-Damodar River Railway Company.
Burdwan-Katwa	Burdwan-Katwa Railway Company.
Futwah-Islampur	Futwah-Islampur Railway Company.
Kalighat-Falta	Kalighat-Falta Railway Company.
(B) Worked by the Main Line.	
5′ 6″ gauge.	
Hardwar-Dehra	East Indian Railway.
3′ 3⅜″ gauge.	
Chaparmukh-Silghat§	Assam-Bengal Railway Company.
Katakhal-Lalabazar§	Assam-Bengal Railway Company.
2′ 6″ gauge.	
Dasghara-Jamalpurganj	Bengal Provincial Railway Company.
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.	
5′ 6″ gauge.	
Amritsar-Patti	North Western Railway.
Hoshiarpur-Doab (Jullundur-Mukerian).	North Western Railway.

* This line is owned jointly by Government and the Palanpur Durbar.

† Although for convenience classed among State railways, this line is the property of the Travancore Durbar.

‡ Also receives a subsidy from the Aracan Flotilla Company, and a guarantee of one per cent. by the Burma Government for a period of 10 years. The line was closed for all kinds of traffic from 1st June 1926.

§ Also receives a subsidy from the Assam Government.

Name of Railway.	Working or Constructing Agency.
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE—*concld.*	
5′ 6″ gauge.—*concld.*	
Hoshiarpur-Doab (Phagwara-Rahon).	North Western Railway.
Mandra-Bhaun	
Sara-Sirajganj	Eastern Bengal Railway.
Sialkot-Narowal	North Western Railway.
Southern Punjab (Main Line)	
Southern Punjab (Jullundur-Doab)	
Southern Punjab (Ludhiana Extension).	
Southern Punjab (Sutlej Valley)	
Tapti Valley	Bombay, Baroda and Central India Railway Company.
3′ 3⅜″ gauge.	
Ahmedabad-Parantij	Bombay, Baroda and Central India Railway Company.
2′ 6″ gauge.	
Champaner-Shivrajpur-Pani Light	Bombay, Baroda and Central India Railway Company.
Dhond-Baramati	Great Indian Peninsula Railway.
Ellichpur-Yeotmal	
Godhra-Lunavada	Bombay, Baroda and Central India Railway Company.
Jacobabad-Kashmor	North Western Railway.
Khulna-Bagerhat	Eastern Bengal Railway.
Larkana-Jacobabad	North Western Railway.
Mayurbhanj	Bengal Nagpur Railway Company.
Nadiad-Kapadvanj	Bombay, Baroda and Central India Railway Company.
Pachora-Jamner	Great Indian Peninsula Railway.
Pulgaon-Arvi	
2′ 0″ gauge.	
Darjeeling-Himalayan Extensions	Darjeeling-Himalayan Railway Company.
Matheran Light	Great Indian Peninsula Railway.
V.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.	
3′ 3⅜″ gauge.	
Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.
Mymensingh-Bhairab Bazar	Assam-Bengal Railway Company.
VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.	
3′ 3⅜″ gauge.	
Bengal and North-Western*	Bengal and North-Western Railway Company.
Bengal-Dooars Extensions*	Bengal-Dooars Railway Company.
Mirpur Khas Jhudo*	Jodhpur Durbar.
Mirpur Khas Khadro*	
Rohilkund and Kumaon	Rohilkund and Kumaon Railway Company.
2′ 6″ gauge.	
Barsi Light*	Barsi Light Railway Company.
Dehri-Rohtas Light	Dehri-Rohtas Light Railway Company.
Shahdara (Delhi) Saharanpur Light.*	Shahdara (Delhi) Saharanpur Light Railway Company.

* Receives land only from Government.

Name of Railway.	Working or Constructing Agency.
VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.	
3′ 3⅜″ gauge.	
Dibru-Sadiya	Assam Railways and Trading Company.
2′ 0″ gauge.	
Darjeeling-Himalayan	Darjeeling-Himalayan Railway Company.
VIII.—UNASSISTED COMPANIES' LINES.	
3′ 3⅜″ gauge.	
Ledo and Tikak-Margherita Colliery.	Assam Railways and Trading Company.
2′ 6″ gauge.	
Bengal Provincial	Bengal Provincial Railway Company.
Singri-Panchnoi River	Singri Panchnoi River Tramway Company.
2′ 0″ gauge.	
Jagadhri Light	Jagadhri Light Railway Company.
Kulasekarapatnam Light	East India Distilleries and Sugar Factories Limited of Madras.
Tirupati-Tiruchanur Light	Tirupati-Tiruchanur Light Railway Company.
Trivellore Light	T. N. Chetty & Sons, Madras.
IX.—DISTRICT BOARD LINES.	
5′ 6″ gauge.	
Suramangalam-Salem	South Indian Railway Company.
Tenali-Repalle	Madras and Southern Mahratta Railway Company.
3′ 3⅜″ gauge.	
Bezwada-Masulipatam	Madras and Southern Mahratta Railway Company.
Podanur-Pollachi Tanjore District Board Tinnevelly-Tiruchendur	South Indian Railway Company.
X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARD.	
3′ 3⅜″ gauge.	
Bengal Dooars	Bengal Dooars Railway Company.
2′ 6″ gauge.	
Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.
Baraset-Basirhat Light	Baraset-Basirhat Light Railway Company.
Bukhtiarpur-Bihar Light	Bukhtiarpur Bihar Light Railway Company.
Jessore-Jhenidah	Jessore-Jhenidah Railway Company.
Tezpore-Balipara Light	Tezpore-Balipara Light Railway Company.
2′ 0″ gauge.	
Howrah-Amta Light	Howrah-Amta Light Railway Company.
Howrah-Sheakhala Light	Howrah-Sheakhala Light Railway Company.
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.	
3′ 3⅜″ gauge.	
Bhavnagar State	Bhavnagar Durbar.
Bikaner State	Bikaner Durbar.
Gondal	Gondal Durbar.
Jetalsar-Rajkot	Gondal Railway.
Jodhpur	Jodhpur Durbar.

Name of Railway.	Working or Constructing Agency.
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.—*concld.*	
3′ 3⅜″ gauge—*concld.*	
Junagad State	Junagad Durbar.
Khijadiya-Dhari	Gondal Railway.
Morvi	Morvi Durbar.
Mysore	Mysore Durbar.
Porbandar State	Porbandar Durbar.
Udaipur-Chitorgarh	Mewar Durbar.
2′ 6″ gauge.	
Bodeli-Chhota Udaipur	Baroda Durbar.
Cutch State	Cutch Durbar.
Dholpur-Bari	Dholpur Durbar.
Gaekwar's Baroda State	Baroda Durbar.
Kolar District	Mysore Durbar.
Mohari-Barauli*	Dholpur Durbar.
2′ 0″ gauge.	
Gwalior Light	Gwalior Durbar.
Pipar-Bilara Light	Jodhpur Durbar.
Tarikere-Narasimharajapura Light	Mysore Durbar.
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.	
5′ 6″ gauge.	
Bahawalnagar-Cholistan (Indian State Section).	North Western Railway.
Bhopal Itarsi (Indian State Section).	Great Indian Peninsula Railway.
Bhopal-Ujjain	Great Indian Peninsula Railway.
Bina-Goona-Baran	Great Indian Peninsula Railway.
Jammu and Kashmir (Indian State Section).†	North Western Railway.
Jind-Panipat (Indian State Section).‡	North Western Railway.
Karepalli-Kothagudiam	Nizam's Guaranteed State Railway Company.
Kazipet-Balharshah	Nizam's Guaranteed State Railway Company.
Khanpur-Chachran	North Western Railway.
Ludhiana-Dhuri-Jakhal	North Western Railway.
Nagda-Ujjain	Great Indian Peninsula Railway.
Petlad-Cambay (Anand-Tarapur Section).	Bombay, Baroda and Central India Railway Company.
Petlad-Cambay (Tarapur-Cambay Section).	Bombay, Baroda and Central India Railway Company.
Rajpura-Bhatinda	North Western Railway.
Sirhind-Rupar (Indian State Section).	North Western Railway.
3′ 3⅜″ gauge.	
Cooch Behar State	Eastern Bengal Railway.
Dhrangadra	Bombay, Baroda and Central India Railway Company.
Gaekwar's Mehsana	Bombay, Baroda and Central India Railway Company.
Hingoli Branch	Nizam's Guranteed State Railway Company.
Jaipur State	Bombay, Baroda and Central India Railway Company.
Kolhapur State	Madras and Southern Mahratta Railway Company.
Okhamandal	Jamnagar and Dwarka Railway Company.
Palanpur-Deesa.§	Bombay, Baroda and Central India Railway Company.
Rajkot-Jamnagar	Jamnagar and Dwarka Railway Company.

* Although, for convenience, classed among Indian State Lines worked by Indian States, this line is the property of Government.

† The British section of this railway forms an integral part of the North Western Railway.

‡ The section of this railway in British territory forms an integral part of the North Western Railway.

§ This line is owned jointly by Government and the Palanpur Durbar.

Name of Railway.	Working or Constructing Agency.
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—*concld.*	
3′ 3⅜″ gauge—*concld.*	
Sangli State	Madras and Southern Mahratta Railway Company.
Secunderabad-Gadwal	Nizam's Guaranteed State Railway Company.
Shoranur-Cochin	South Indian Railway Company.
2′ 6″ gauge.	
Jhagadia-Thawe Road	Bombay, Baroda and Central India Railway Company.
Parlakimedi Light	Bengal Nagpur Railway Company.
Rajpipla State	Bombay, Baroda and Central India Railway Company.
XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.	
5′ 6″ gauge.	
Nizam's Guaranteed State	Nizam's Guaranteed State Railway Company.
3′ 3⅜″ gauge.	
Hyderabad-Godavari Valley	Nizam's Guaranteed State Railway Company.
2′ 6″ gauge.	
Bangalore-Chik Ballapur Light	Mysore Durbar.
XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.	
3′ 3⅜″ gauge.	
Peralam-Karaikkal	South Indian Railway Company.
Pondicherry	South Indian Railway Company.
West of India Portuguese	Madras and Southern Mahratta Railway Company.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought upto date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, four (the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925) and Great Indian Peninsula Railways) are owned and worked by the State; six (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian and Burma) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkund and Kumaon and Southern Punjab) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

*Includes the Delhi Umballa Kalka Railway which was purchased by the Secretary of State on 31st March 1926.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Scinde (afterwards, the Scinde, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, 4¾ and 4½ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interests therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line, with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to

this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also dislike the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Naihati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital, the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of

approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at 2½ per cent. was guaranteed on the share capital raised by the company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Railways Company is terminable by the Secretary of State in 1928, or on subsequent occasions, on repayment of the company's capital at par.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, Oudh and Rohilkhand and Scinde-Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by State from those dates.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. The company receives guaranteed interest at a fixed rate on its capital; and similar payments out of the earnings are made to the Government. If, after these have been made, surplus profits remain, they are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in all cases only a small fraction of the Government's share.

All the contracts, except one, which is for a fixed term of 25 years, are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the power of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981 on terms much less favourable to the companies. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western, and	927 miles.
North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction and Deputy Secretary and *ex-officio* Director of Stores.
(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
(3) Two Under-Secretaries.
(4) Two Assistant Secretaries.
(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing

and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a Member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.

3 Assistant Secretaries; one each for Establishment, Construction and Traffic.

1 Registrar.

1 Director of Railway Construction.

1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commerical considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922 and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his collegues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as now constituted consists of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being

Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board is now divided on the basis of subjects and not on a territorial basis. One Member deals with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acts as *ex-officio* Secretary to the permanent Standardisation Committees which have been appointed to deal progressively with all questions of standards of equipment.

The present superior staff under the Railway Board, therefore, consists of 5 Directors, 4 Deputy Directors, a Technical Officer, 2 Assistant Directors, a Secretary and a Deputy Secretary.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(*i*) that the railway services should be rapidly indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(*ii*) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of Financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(*i*) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(*ii*) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(*iii*) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(*iv*) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(*i*) That money had been raised which the Government of India was unable to furnish.

(*ii*) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(*iii*) That there may be cases of a Branch Line of smaller guage *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee require to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked

for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful," that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. 10¾ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the exising Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2¼ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the

matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up the minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words in entry 5(*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same guage as an adjacent line," the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same guage as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution are not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposals that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view

*" Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this schedule."

of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1927 as compared with 1st April 1926.

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Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1927 as compared with 1st April 1926.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		TOTAL.	
	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	2	3	4	5	2	3	7	7	3	4	3	4	6	7	6	7	4	5	8	8	1	1	3	3	1	1	50	53
1·02. Statutory Indians—																												
(*a*) Hindus	..	..	2	1	..	..	..	..	..	..	1	..	2	1	.	..	2	2	1	..	..	..	1	1	..	..	9	5
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(*c*) Anglo-Indians	..	..	1	1	..	..	1	1	2	1	..	..	1	3	1	1	..	..	..	..	..	..	..	..	..	..	6	7
(*d*) Other classes	..	..	..	..	..	..	..	..	1	1	..	..	1	..	1	1	..	..	..	1	..	..	..	..	..	..	3	3
(*e*) Total	..	..	3	2	..	..	1	1	3	2	1	..	5	5	2	2	2	2	2	2	..	..	1	1	..	..	20	17
1·03. GRAND TOTAL	2	3	7	7	2	3	8	8	6	6	4	4	11	12	8	9	6	7	10	10	1	1	4	4	1	1	70	75
2. *Engineering Department*—																												
2·01. Europeans	21	20	71	67	21	21	51	51	36	33	27*	31	61	79	69	71	46	47	72	88	4	5	53	51	32	19	564	583
2·02. Statutory Indians—																												
(*a*) Hindus	2	4	12	10	..	2	12	12	1	1	17	17	27	41	9	8	12	20	37	49	..	..	14	25	6	1	149	190
(*b*) Muslims	1	2	3	2	..	..	..	..	..	..	..	..	1	5	5	4	..	..	8	9	..	..	1	2	1	..	20	24
(*c*) Anglo-Indians	2	3	10	8	..	..	3	3	5	10	1	2	5	6	2	3	1	2	18	16	..	..	1	1	6	1	54	55
(*d*) Other classes	..	..	..	..	..	..	4	4	..	..	1	2	2	4	6	6	..	..	2	2	..	..	1	3	2	1	18	22
(*e*) Total	5	9	25	20	..	2	19	19	6	11	19*	21	35	56	22	21	13	22	65	76	..	..	17	31	15	3	241	291
2·03. GRAND TOTAL	26	29	96	87	21	23	70	70	42	44	46*	52	96	135	91	92	59	69	137	164	4	5	70	82	47	22	805	874
3. *Transportation*—																												
3·01. Europeans	10	9	34	32	11	11	33	30	25	26	24	22	38	32	45	42	23	23	39	41	..	..	12	14	5	5	299	287
3·02. Statutory Indians—																												
(*a*) Hindus	..	1	10	11	2	2	6	6	..	..	9*	9	5	5	2	2	5	6	8	9	..	..	1	5	1	1	49	57
(*b*) Muslims	..	1	3	3	1	..	..	1	..	..	2	3	8	6	1	1	2	..	6	8	..	..	..	..	2	1	25	24
(*c*) Anglo-Indians	2	2	1	1	..	..	1	2	1	1	1	1	3	14	3	3	2	3	3	1	..	..	1	1	..	..	18	29
(*d*) Other classes	..	..	..	..	..	..	4	5	5	5	..	..	1	1	..	..	..	..	2	2	..	..	..	..	..	..	12	18
(*e*) Total	2	4	14	15	3	2	11	14	6	6	12*	13	17	26	6	6	9	9	19	20	..	..	2	6	3	2	104	123
3·03 GRAND TOTAL	12	13	48	47	14	13	44	44	31	32	36*	35	55	58	51	48	32	32	58	61	..	..	14	20	8	7	403	410

4 *Commercial*—																														
4·01. Europeans	..	1	Included under Transportation.		4	4	Included under Transportation.						5	4	16	14	Included under Transportation.		7	7	2	2	6	5	..	..	40	37
4·02. Statutory Indians—																														
(*a*) Hindus	..	..			..	..							2	1	7	8			..	..	..	..	2	3	..	..	12	12
(*b*) Muslims	..	..			.	..							..	..	..	..			3	2	..	1	..	..	..	..	3	3
(*c*) Anglo-Indians	..	..				..							13	15	4	4			1	1	..	..	..	..	..	..	18	20
(*d*) Other classes	..	..			..	..							..	..	..	..			..	..	..	..	..	..	..	..	..	..
(*e*) Total	1	..			..	..							15	16	11	12			4	3	..	1	2	3	..	..	33	35
4·03. GRAND TOTAL	1	1			4	4							20	20	27	26			11	10	2	3	8	8	..	..	73	72
5. *Mechanical Engineering*—																														
5·01. Europeans	8	8	28	28	11	11	32	31	17*	17	18	17	43	41	30	31	22	24	53	57	3	3	15*	16	2	4	282	288
5·02. Statutory Indians—																														
(*a*) Hindus	1	1	1	1	..	..	1	1	..	.	1	1	3	4	3	3	..	..	1	2	..	..	1*	1	..	..	12	14
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	1
(*c*) Anglo-Indians	.	..	..	..	..	..	1	..	2*	1	2	2	1	1	..	..	..	..	1	1	..	..	..	..	..	..	7	5
(*d*) Other classes	..	..	..	..	..	..	..	..	..	..	2	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	3	3
(*e*) Total	1	1	1	1	..	..	2	1	2*	1	5	5	5	6	4	4	..	..	2	3	..	..	1*	1	..	..	23	23
5·03. GRAND TOTAL	9	9	29	29	11	11	34	32	19	18	23	22	48	47	34	35	22	24	55	60	3	3	16*	17	2	4	305	311
6. *Stores Department*—																														
6·01. Europeans	1	1	5	6	2*	2	7	7	1	1	4	2	4	8	5	7	5	7	7	7	..	..	3	3	..	..	44	51
6·02. Statutory Indians—																														
(*a*) Hindus	..	..	1	1	..	..	..	..	2	2	1	1	1	..	..	..	..	..	2	2	..	..	..	..	..	..	7	6
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) Anglo-Indians	..	..	2	1	..	..	..	..	1	1	4	3	1	1	1	1	1	..	..	1	..	..	2	2	1	1	13	11
(*d*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1
(*e*) Total	..	..	3	2	..	..	..	..	3	3	5	4	2	1	1	1	1	1	2	3	..	..	2	2	1	1	20	18
6·03 GRAND TOTAL	1	1	8	8	2*	2	7	7	4	4	9	6	6	9	6	8	6	8	9	10	..	..	5	5	1	1	64	69
7. *Other Departments*—																														
7·01. Europeans	8	11	25*	24	7	9	23	22	12	13	2	2	62	55	23	20	21	22	11	10	2	1	12	13	9	14	217	216
7·02. Statutory Indians—																														
(*a*) Hindus	3	4	4	4	2	1	1	2	1	1	8	8	8	8	4	4	3	2	17	17	1	2	4	4	..	1	56	58
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	..	..	3	1	..	..	..	..	..	..	5	4
(*c*) Anglo-Indians	1	1	1*	1	..	..	3	4	..	..	3	4	8	15	2	3	3	2	6	6	..	..	..	..	9	6	36	42
(*d*) Other classes	..	..	..	..	..	..	6	6	..	..	..	..	..	..	1	2	3	2	1	2	..	..	..	..	..	..	11	12
(*e*) Total	4	5	5*	5	2	1	10	12	1	1	11	12	18	26	7	9	9	6	27	26	1	2	4	4	9	7	108	116
7·03. GRAND TOTAL	12	16	30*	29	9	10	33	34	13	14	13	14	80	81	30	29	30	28	38	36	3	3	16	17	18	21	325	332

* Revised figures.

APPENDIX F—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1927 as compared with 1st April 1926—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. *Total*—																												
8·01. Europeans	50	53	167	162	58*	61	153	143	94*	94	78*	78	219	228	194	192	121	123	197	218	12	12	104*	105	49	43	1,496	1,520
8·02. Statutory Indians—																												
(*a*) Hindus	7	10	30	28	4	5	20	21	4	4	37*	36	43	60	25	25	22	30	66	79	1	2	23*	39	7	3	294	342
(*b*) Muslims	1	3	6	5	1	..	..	1	..	..	2	3	12	15	7	6	2	..	21	21	..	1	1	2	3	1	56	58
(*c*) Anglo-Indians	5	6	15	12	..	..	9	10	11	14	11	12	32	55	13	15	7	7	29	26	..	..	4	4	16	8	152	169
(*d*) Other classes	..	..	..	..	..	..	14	15	6	6	3	4	5	6	8	9	3	3	5	7	..	..	1	3	2	1	47	54
(*e*) Total	13	19	51	45	5	5	43	47	21*	24	53*	55	97	133	53	55	34	40	121	133	1	3	29*	48	28	13	549	623
8·03. Grand total	63	72	218*	207	63*	66	196	195	115	118	131*	133	316	362	247	247	155	168	318	351	13	15	133*	153	77	56	2,045	2,143
9. *Increase + Decrease*—																												
9·01. Europeans	..	+3	..	—5	..	+3	..	—5	..	..	..	..	..	+7	..	—2	..	+7	..	+21	..	..	..	+1	..	—6	..	+24
9·02. Statutory Indians—																												
(*a*) Hindus	..	+3	..	—2	..	+1	..	+1	..	..	..	—1	..	+12	..	..	..	+8	..	+13	..	+1	..	+16	..	—4	..	+48
(*b*) Muslims	..	+2	..	—1	..	—1	..	+1	..	..	..	+1	..	+3	..	—1	..	—2	..	..	..	+1	..	+1	..	—2	..	+2
(*c*) Anglo-Indians	..	+1	..	—3	..	..	..	+1	..	+3	..	+1	..	+23	..	+2	..	..	..	—3	..	..	..	..	..	—8	..	+17
(*d*) Other classes	..	..	..	..	..	..	..	+½	..	..	..	+1	..	+1	..	+1	..	..	..	+2	..	..	..	+2	..	—1	..	+7
(*e*) Total	..	+6	..	—6	..	..	..	+4	..	+3	..	+2	..	+39	..	+2	..	+6	..	+12	..	+2	..	+19	..	—15	..	+74
9·03. Grand total	..	+9	..	—11	..	+3	..	—1	..	+3	..	+2	..	+46	..	..	..	+13	..	+33	..	+2	..	+20	..	—21	..	+93
10. *Percentage of total*—																												
10·01. Europeans	79·4	73·6	76·6	78·3	92·1	92·4	78·1	75·9	81·7	79·7	59·5	58·6	69·3	62·4	78·6	77·7	78·1	76·2	61·9	62·1	92·3	80·0	78·2	68·6	63·6	76·8	73·2	70·9
10·02. Statutory Indians—																												
(*a*) Hindus	11·1	13·9	13·7	13·5	6·3	7·6	10·2	10·8	3·5	3·4	28·3	27·1	15·2	16·6	10·1	10·1	14·2	17·8	20·8	22·5	7·7	13·3	17·3	25·5	9·1	5·3	14·4	16·0
(*b*) Muslims	1·6	4·2	2·8	2·4	1·6	..	..	0·5	..	..	1·5	2·3	3·8	4·1	2·8	2·4	1·3	..	6·6	6·0	..	6·7	0·7	1·3	3·9	1·8	2·7	2·7
(*c*) Anglo-Indians	7·9	8·3	6·9	5·8	..	..	4·6	5·1	9·6	11·8	8·4	9·0	10·1	15·2	5·3	6·1	4·5	4·2	9·1	7·4	..	..	3·0	2·6	20·8	14·3	7·4	7·9
(*d*) Other classes	..	..	..	..	..	..	7·1	7·7	5·2	5·1	2·3	3·0	1·6	1·7	3·2	3·7	1·9	1·8	1·6	2·0	..	..	0·8	2·0	2·6	1·8	2·3	2·5

* Revised figures.

APPENDIX F—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1927 as compared with 1st April 1926.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		Total.	
	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	..	..	3	3	1	3	1	1	..	..	1	2	..	..	..	..	6	9
1·02. Statutory Indians—																										
(*a*) Hindus	4	4	4	4	1	1	2	2	4	5	3	3	11	13	2	2	2	3	8	7	1	1	4	4	46	54
(*b*) Muslims	..	..	..	..	..	..	2	2	..	..	..	..	1	1	..	..	..	..	1	2	..	..	..	..	4	5
(*c*) Anglo-Indians	1	1	2	2	1	1	2	2	5	5	..	..	..	..	3	4	1	1	2	2	..	..	1	1	18	19
(*d*) Other classes	..	..	..	..	..	..	6	6	..	..	..	..	..	..	4	4	..	..	1	1	..	..	..	..	11	11
(*e*) Total	5	5	6	6	2	2	12	12	9	10	3	3	12	14	9	10	3	4	12	12	1	1	5	5	79	89
1·03. Grand total	5	5	6	6	2	2	12	12	9	10	6	11	13	17	10	11	3	4	13	14	1	1	5	5	85	98
2. *Engineering Department*—																										
2·01. Europeans	2	1	11	11	5	4	13*	9	1	..	12*	12	55	50	19	26	13	12	34	40	3	2	11	8	179	175
2·02. Statutory Indians—																										
(*a*) Hindus	6	8	52	84	4	4	98*	81	44	40	28	32	128	153	73	69	14	15	111	161	..	..	24*	30	582	677
(*b*) Muslims	3	2	7	9	..	2	11	12	3	1	3	4	9	8	23	21	..	..	54	76	1	1	2	3	116	139
(*c*) Anglo-Indians	4	5	46	54	19	16	16	15	34	34	24	24	134	136	64	58	27	24	60	61	1	1	24	20	453	448
(*d*) Other classes	..	..	6	2	..	..	31	28	11	11	5	5	3	5	20	24	1	2	5	7	..	..	3	4	85	88
(*e*) Total	13	15	111	149	23	22	156*	136	92	86	60*	65	274	302	180	172	42	41	230	305	2	2	53*	57	1,236	1,352
2·03. Grand total	15	16	122	160	28	26	169*	145	93	86	72	77	329	352	199	198	55	53	264	345	5	4	64*	65	1,415	1,527
3. *Transportation*—																										
3·01. Europeans	1	1	30	19	10	10	45	36	7	8	51	47	141	86	233	228	..	..	100	99	Included under commercial.		8*	10	626	544
3·02. Statutory Indians—																										
(*a*) Hindus	5	4	12	15	2	2	82	93	6	9	23	27	45	46	18	25	2	2	35	45			5	9	235	277
(*b*) Muslims	..	..	2	2	1	1	7	8	1	2	1	1	7	9	4	4	..	..	14	12			1	2	38	41
(*c*) Anglo-Indians	15	15	76	76	4	5	38	39	49	73	45	48	387	215	423	501	26	27	422	420			7	14	1,192	1,133
(*d*) Other classes	1	1	..	1	..	..	46	49	8	13	..	..	2	1	47	61	..	..	27	29			..	..	131	155
(*e*) Total	21	20	90	94	7	8	173	189	64	97	69	76	441	271	492	591	28	29	198	206			13*	25	1,596	1,606
3·03. Grand total	22	21	120	113	17	18	218	225	71	105	120	123	582	357	725	819	28	29	298	305			21*	35	2,222	2,150

* Revised figures.

APPENDIX F—concld.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1927 as compared with 1st April 1926—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.	1926.	1927.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. *Commercial*—																										
4·01. Europeans	..	..	Included under Transportation.		2	3	Included under Transportation.						8	11	13	10	Included under Transportation.		7	6	1	..	1	1	32	31
4·02. Statutory Indians—																										
(*a*) Hindus	1	1			1	1							31	30	34	25			11	11	..	..	4	3	82	71
(*b*) Muslims	..	..			..	..							4	4	4	2			3	4	..	..	..	..	11	10
(*c*) Anglo-Indians	..	..			..	..							14	10	6	6			3	4	7	7	..	..	30	27
(*d*) Other classes	..	..			..	..							..	..	13	6			1	..	..	..	..	..	14	6
(*e*) Total	1	1			1	1							49	44	57	39			18	19	7	7	4	3	137	114
4·03. Grand total	1	1			3	4							57	55	70	49			25	25	8	7	5	4	169	145
5. *Mechanical Engineering*—																										
5·01. Europeans	8	11	259	265	12	14	77	77	17	14	65	66	395	385	59	64	57	60	163	164	1	4	30*	29	1,143	1,153
5·02. Statutory Indians—																										
(*a*) Hindus	3	3	19	21	1	..	22	25	5	8	16	16	19	18	18	17	6	4	51	49	1	1	18	7	178	169
(*b*) Muslims	1	1	1	2	1	1	4	5	..	1	1	1	4	5	4	3	1	1	16	27	..	..	..	..	33	47
(*c*) Anglo-Indians	17	13	202	193	15	16	289	286	91	100	69	73	547	564	121	124	102	103	187	193	4	3	127	127	1,771	1,795
(*d*) Other classes	7	7	..	7	..	..	37	47	4	7	1	1	4	3	25	25	4	6	13	21	2	1	2	2	99	127
(*e*) Total	28	24	222	223	17	17	352	363	100	116	87	91	574	590	168	169	112	114	267	290	7	5	147*	136	2,081	2,138
5·03. Grand total	36	35	481	488	29	31	429	440	117	130	152	157	969	975	227	233	169	174	430	454	8	9	177	165	3,224	3,291
6. *Stores Department*—																										
6·01. Europeans	..	..	..	..	..	..	2	3	..	..	1	..	4	7	1	1	..	..	7	6	..	..	..	..	15	17
6·02. Statutory Indians—																										
(*a*) Hindus	1	1	6	6	..	..	4	5	3	3	6	6	12	18	2	2	1	1	19	19	..	..	1	1	55	62
(*b*) Muslims	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	8	8	..	..	..	..	8	9
(*c*) Anglo-Indians	1	1	9	10	1	1	4	4	..	..	6	5	25	16	5	5	4	5	6	8	..	..	2	2	63	57
(*d*) Other classes	..	..	1	1	..	..	4	3	..	..	..	..	..	..	2	2	..	..	3	3	..	..	..	..	10	9
(*e*) Total	2	2	16	17	1	1	12	13	3	3	12	11	37	34	9	9	5	6	36	38	..	..	3	3	136	137
6·03. Grand total	2	2	16	17	1	1	14	16	3	3	13	11	41	41	10	10	5	6	43	44	..	..	3	3	151	154

7. *Other Departments*—																												
7·01. Europeans	6	6	21	27	3	2	9	19	1	..	..	..	74	79	6	5	3	3	1	5	..	..	1	1	125	147
7·02. Statutory Indians—																										
(*a*) Hindus	6	7	51	48	5	6	53	55	20	22	33	39	77	100	28	25	14	11	90	51	2	2	15	17	394	333
(*b*) Muslims	..	..	..	1	..	..	4	4	5	5	..	1	6	7	..	..	..	..	22	16	..	..	..	..	37	34
(*c*) Anglo-Indians	3	2	77	74	16	16	32	31	8	15	28	21	64	64	24	22	19	22	11	14	1	1	4	4	282	286
(*d*) Other classes	1	1	1	2	..	..	27	26	11	10	..	..	4	1	17	20	4	7	..	10	..	..	4	8	69	80
(*e*) Total	10	10	129	125	21	22	116	116	44	52	56	61	151	172	69	67	37	40	123	91	3	3	23	24	782	783
7·03. GRAND TOTAL	16	16	150	152	24	24	125	135	45	52	56	61	225	251	75	72	40	43	124	96	3	3	24	25	907	930
8. *Total*—																										
8·01. Europeans	17	19	321	322	32	33	146*	144	26	22	132*	128	678	621	332	335	73	75	313	322	5	6	51*	49	2,126*	2,076
8·02. Statutory Indians—																										
(*a*) Hindus	26	28	144	178	14	14	261*	261	82	87	109	128	323	378	175	165	38	36	325	343	4	4	71*	71	1,572*	1,693
(*b*) Muslims	4	3	10	14	2	4	28	32	9	9	5	7	31	34	35	30	1	1	118	145	1	1	3	5	247	285
(*c*) Anglo-Indians	41	37	412	409	56	55	381	377	187	227	167	171	1,171	1,005	646	720	179	182	391	402	13	12	165	168	3,809	3,765
(*d*) Other classes	9	9	8	13	..	..	151	159	34	41	6	6	13	10	128	142	9	15	50	71	2	1	9	9	419	476
(*e*) Total	80	77	574	614	72	73	821*	829	312	364	287*	312	1,538	1,427	984	1,057	227	234	884	961	20	18	248*	253	6,047	6,219
8·03. GRAND TOTAL	97	96	895	936	104	106	967*	973	338	386	419	440	2,216	2,048	1,316	1,392	300	309	1,197	1,283	25	24	299*	302	8,173*	8,295
9. *Increase + Decrease*—																										
9·01. Europeans	..	+2	..	+1	..	+1	..	—2	..	—4	..	—4	..	—57	..	+8	..	+2	..	+9	..	+1	..	—2	..	—50
9·02. Statutory Indians—																										
(*a*) Hindus	..	+2	..	+34	..	..	..	..	..	+5	..	+19	..	+55	..	—10	..	—2	..	+18	..	..	..	..	..	+121
(*b*) Muslims	..	—1	..	+4	..	+2	..	+4	..	..	..	+2	..	+3	..	—5	..	..	..	+27	..	..	..	+2	..	+38
(*c*) Anglo-Indians	..	—4	..	—3	..	—1	..	—4	..	+40	..	+4	..	—166	..	+74	..	+3	..	+11	..	—1	..	+3	..	—44
(*d*) Other classes	..	..	..	+5	..	..	..	+8	..	+7	..	..	..	—3	..	+14	..	+6	..	+21	..	—1	..	..	..	+57
(*e*) Total	..	—3	..	+40	..	+1	..	+8	..	+52	..	+25	..	—111	..	+73	..	+7	..	+77	..	—2	..	+5	..	+172
9·03. GRAND TOTAL	..	—1	..	+41	..	+2	..	+6	..	+48	..	+21	..	—168	..	+76	..	+9	..	+86	..	—1	..	+3	..	+122
Percentage of total—																										
10·01. Europeans	17·5	19·8	35·9	34·4	30·8	31·1	15·1	14·8	7·7	5·7	31·5	29·1	30·6	30·3	25·2	24·1	24·3	24·3	26·1	25·1	20·0	25·0	17·1	16·2	26·0	25·0
10·02. Statutory Indians—																										
(*a*) Hindus	26·8	29·2	16·1	19·0	13·5	13·2	27·0	26·8	24·2	22·6	20·0	29·1	14·6	18·4	13·3	11·8	12·7	11·6	27·2	26·8	16·0	16·6	23·7	23·5	19·3	20·4
(*b*) Muslims	4·1	3·1	1·1	1·5	1·9	3·8	2·9	3·3	2·7	2·3	1·2	1·6	1·4	1·7	2·7	2·2	0·3	0·3	9·9	11·3	4·0	4·2	1·0	1·7	3·0	3·4
(*c*) Anglo-Indians	42·3	38·5	46·0	43·7	53·8	51·9	39·4	38·8	55·3	58·8	39·9	33·9	52·8	49·1	49·1	51·7	59·7	58·9	32·7	31·3	52·0	50·0	55·2	55·6	46·6	45·4
(*d*) Other classes	9·3	9·4	0·9	1·4	..	..	15·6	16·3	10·1	10·6	1·4	1·3	0·6	0·5	9·7	10·2	3·0	4·9	4·1	5·5	8·0	4·2	3·0	3·0	5·1	5·8

* Revised figures.

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1926-27.

Departments.	Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY				
									STATUTORY INDIANS.			
								Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Worked Railways.													
1. Agency	..	..	4	..	4	2	2	..	2	..	..	..	2
2. Engineering	28	..	10	10	48	2	46	31	10	5	..	..	15
3. Transportation	(a)5	..	5	5	15	10	5	..	5	..	..	..	5
4. Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	12	..	6	1	19	13	6	..	3	1	1	1	6
6. Stores	(b)1	6	2	5	2	..	2	..	1	1	..	..	2
7. Other Departments	8	..	7	4	19	..	19	11	5	..	2	1	8
8. TOTAL 1926-27	54	6	34	25	107	27	80	42	26	7	3	2	38
8. TOTAL 1925-26	72	..	60	..	132	25	107	60	36	8	..	3	47
9. Percentage of Europeans to number of vacancies filled. 1926-27	52·5												
9. Percentage of Europeans to number of vacancies filled. 1925-26	56·1												
10. Percentage of Statutory Indians to number of vacancies filled. 1926-27	47·5												
10. Percentage of Statutory Indians to number of vacancies filled. 1925-26	43·9												
Other Railways.													
Assam Bengal Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	2	..	2	2	6	1	5	1	2	1	1	..	4
3. Transportation	2	..	1	..	3	..	3	1	..	1	1	..	2
4. Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	1	..	2	1	1	1	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	2	..	..	1	3	..	3	1	1	..	1	..	2
8. TOTAL 1926-27	7	..	4	3	14	2	12	4	3	2	3	..	8
8. TOTAL 1925-26	2	1	2	4	7	3	4	2	1	..	1	..	2
9. Percentage of Europeans to number of vacancies filled. 1926-27	33·3												
9. Percentage of Europeans to number of vacancies filled. 1925-26	50·0												
10. Percentage of Statutory Indians to number of vacancies filled. 1926-27	66·7												
10. Percentage of Statutory Indians to number of vacancies filled. 1925-26	50·0												
Bengal and North-Western Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	..	..	2	..	2	..	2	..	2	..	..	..	2
3. Transportation	..	..	1	..	1	..	1	1	..	..	..	..	..
4. Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	1	1	1	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL 1926-27	..	..	3	1	4	1	3	1	2	..	..	..	2
8. TOTAL 1925-26	2	..	5	1	8	1	7	6	1	..	..	..	1
9. Percentage of Europeans to number of vacancies filled. 1926-27	33·3	..											
9. Percentage of Europeans to number of vacancies filled. 1925-26	85·7	..											
10. Percentage of Statutory Indians to number of vacancies filled. 1926-27	66·7	..											
10. Percentage of Statutory Indians to number of vacancies filled. 1925-26	14·3	..											

(a) Posts of probationers created to provide for the appointment of recruits during the training period.
(b) Probationer in Stores Department.

APPENDIX G—*contd.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1926-27—contd.

Departments.		Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
										STATUTORY INDIANS.				
									Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	TOTAL.
1		2	3	4	5	6	7	8	9	10	11	12	13	14
Bengal Nagpur Railway.														
1. Agency		..	..	..	2	2	2	..	..	..	..	..	..	..
2. Engineering		..	1	2	..	1	1	..	..	..	..	..	..	..
3. Transportation		..	1	2	..	1	..	1	..	1	..	..	..	1
4. Commercial		..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical		1	1	1	1	2	1	1	1	..	..	..	..	..
6. Stores		..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments		..	1	1	..	..	..	..	..	..	..	..	..	..
8. TOTAL	1926-27	1	4	6	3	6	4	2	1	1	..	..	..	1
	1925-26	4	5	28	1	25	3	22	18	2	1	1	..	4
9. Percentage of Europeans to number of vacancies filled.	1926-27	50·0	..	..	..	..	..	..	..	..	..	..	..	..
	1925-26	81·8	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled.	1926-27	50·0	..	..	..	..	..	..	..	..	..	..	..	..
	1925-26	18·2	..	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.														
1. Agency		..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering		2	4	8	1	7	4	4	1	2	1	..	..	3
3. Transportation		2	..	3	..	5	2	3	..	..	1	1	1	3
4. Commercial		..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical		..	..	3	..	3	2	1	1	..	..	..	..	..
6. Stores		..	..	1	1	2	1	1	..	1	..	..	..	1
7. Other Departments		3	..	1	1	5	..	5	2	1	..	1	1	3
8. TOTAL	1926-27	7	4	16	3	22	8	14	4	4	2	2	2	10
	1925-26	5	1	8	2	14	3	11	5	4	..	..	2	6
9. Percentage of Europeans to number of vacancies filled.	1926-27	28·6	..	..	..	..	..	..	..	..	..	..	..	..
	1925-26	45·5	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled.	1926-27	71·4	..	..	..	..	..	..	..	..	..	..	..	..
	1925-26	54·5	..	..	..	..	..	..	..	..	..	..	..	..
Burma Railways.														
1. Agency		..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering		6	2	3	6	13	6	7	6	1	..	..	..	1
3. Transportation		..	..	..	1	1	..	1	..	..	..	..	1	1
4. Commercial		..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical		1	..	1	..	2	1	1	1	..	..	..	..	..
6. Stores		..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments		1	..	1	..	2	..	2	2	..	..	..	..	..
8. TOTAL	1926-27	8	2	5	7	18	7	11	9	1	..	..	1	2
	1925-26	20	5	12	..	27	7	20	15	1	..	3	1	5
9. Percentage of Europeans to number of vacancies filled.	1926-27	81·8	..	..	..	..	..	..	..	..	..	..	..	..
	1925-26	75·0	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled.	1926-27	18·2	..	..	..	..	..	..	..	..	..	..	..	..
	1925-26	25·0	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX G—*concld.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1926-27—concld.

Departments.	Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
									STATUTORY INDIANS.				
								Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Madras and Southern Mahratta Railway.													
1. Agency	..	..	1	1	2	1	1	..	1	..	..	..	1
2. Engineering	11	..	6	..	17	1	16	4	10	..	1	1	12
3. Transportation	..	..	4	..	4	..	4	1	2	..	1	..	3
4. Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	2	..	1	..	3	..	3	3	..	..	..	..	..
6. Stores	..	..	..	2	2	1	1	1	..	..	..	..	..
7. Other Departments	4	..	3	..	7	6	1	1	..	..	..	..	..
8. TOTAL 1926-27	17	..	15	3	35	9	26	10	13	..	2	1	16
8. TOTAL 1925-26	16	..	13	..	29	3	26	14	9	1	2	..	12
9. Percentage of Europeans to number of vacancies filled. 1926-27	38·5	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled. 1925-26	53·8	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled. 1926-27	61·5	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled. 1925-26	46·2	..	..	..	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Transportation	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL 1926-27	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL 1925-26	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled. 1926-27	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled. 1925-26	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled. 1926-27	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled. 1925-26	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway.													
1. Agency	..	..	1	..	1	1	..	..	..	..	..	..	..
2. Engineering	5	1	4	5	13	4	9	2	6	..	1	..	7
3. Transportation	..	..	2	4	6	..	6	1	5	..	..	..	5
4. Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	..	1	2	..	2	2	..	..	..	..	..
6. Stores	..	..	..	1	1	..	1	..	..	..	1	..	1
7. Other Departments	2	1	1	..	2	..	2	1	1	..	..	..	1
8. TOTAL 1926-27	8	2	8	11	25	5	20	6	12	..	2	..	14
8. TOTAL 1925-26	12	1	10	16	37	11	26	19	6	..	..	1	7
9. Percentage of Europeans to number of vacancies filled. 1926-27	30·0	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled. 1925-26	73·1	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled. 1926-27	70·0	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Statutory Indians to number of vacancies filled. 1925-26	26·9	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) on 31st March, 1927.

The Hon'ble Sir Charles Innes, K.C.S.I., C.I.E., I.C.S., Member of Council of Governor General.

Railway Board.

Sir Clement Hindley, Kt.	Chief Commissioner of Railways.
Mr. A. A. L. Parsons, C.I.E., I.C.S.	Financial Commissioner of Railways.
Sir Austen Hadow, Kt., C.V.O.	Member.
Mr. P. C. Sheridan, C.M.G.	Member.

Mr. A. Lines	Director, Civil Engineering.
Mr. A. J. Chase, O.B.E.	Director, Mechanical Engineering (on leave).
Mr. F. J. Page	Director, Mechanical Engineering (Offg.).
Mr. A. M. Hayman, O.B.E.	Director, Finance.
Mr. H. C. Sparke	Director, Traffic.
Mr. S. D. Gupta, M.B.E.	Director, Establishment.
Mr. J. C. Highet	Secretary.
Mr. J. Kaul	Deputy Secretary.
Mr. J. F. Blackwood	Temporary Officer, Programme.
Mr. P. R. Rau	Deputy Director, Finance.
Mr. H. Jackson	Deputy Director, Stores.
Mr. B. Moody	Deputy Director, Statistics.
Rai Bahadur B. D. Puri	Assistant Director, Finance (on deputation).
Mr. H. J. M. DeLange	Assistant Director, Finance (Offg.).
Mr. Gopal Nath Mehra	Assistant Director, Statistics.
Mr. E. C. Rundlett	Chief Superintendent.

Attached Officers.

Mr. A. F. Harvey	Technical Officer.
Mr. R. G. Marriott	Timber Advisory Officer.

Accountant General, Railways.

Mr. J. M. Hartley	Accountant General, Railways.
Dewan Bahadur R. Sundrachari	Deputy Accountant General.
Mr. I. S. Puri	Deputy Accountant General.
Rai Sahib S. N. Palit	Assistant Accountant General.

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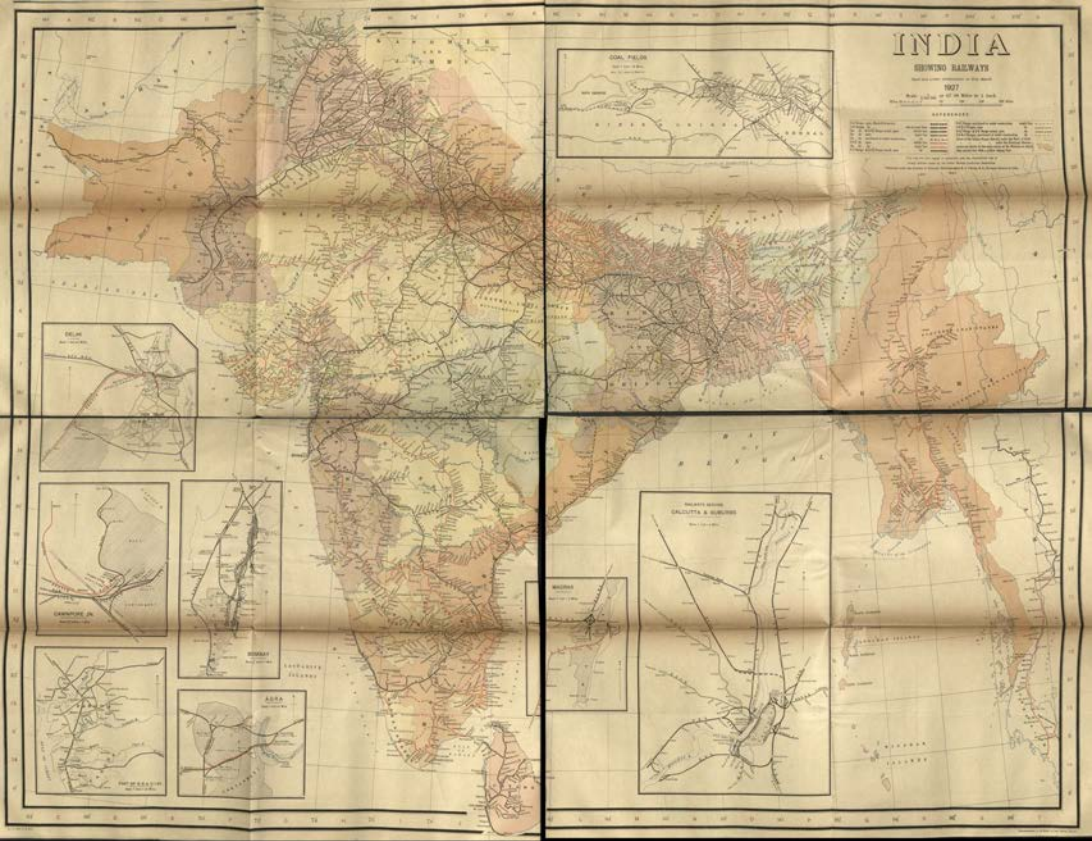
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(RAILWAY BOARD)

REPORT

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ON

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FOR

1926—27

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INTRODUCTORY NOTE.

For the information of foreign readers of this report who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

An anna is a 16th part of a rupee and a pie the 12th part of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1925-26 and 1926-27 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	Capital at Charge (including ferries and suspense) on open lines and on lines partly or wholly under construction.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge.	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. difference between columns (4) and (8).		Percentage of Gain or Loss on Capital at Charge.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
State Lines worked by the State.	*1925-26*	*4,00,05,11*	*13,16,33*	*4·54*	*12,54*	*14,36,81*	*14,49,35*	*3,67,48*	..	*0·92*
	1926-27	4,16,00,56	18,65,63	4·49	..	15,02,42	15,02,42	3,63,21	..	0·87
State Lines worked by Companies or by Indian States.	*1925-26*	*2,72,29,95*	*17,11,67*	*6·29*	*1,64,88*	*10,30,41*	*11,95,29*	*5,16,38*	..	*1·89*
	1926-27	2,81,97,31	16,07,72	5·70	1,65,56	10,69,66	12,35,22	3,72,50	..	1·32
Miscellaneous items	*1925-26*	*2,67,83*	..	..	..	*13,90*	*13,90*	..	*13,90*	*—5·19*
	1926-27	2,89,08	..	..	..	13,96	13,96	..	13,96	—4·83
Total Central	*1925-26*	*6,75,02,89*	*35,28,50*	*5·23*	*1,77,42*	*24,81,12*	*26,58,54*	*8,69,96*	..	*1·29*
	1926-27	7,00,86,95	34,73,35	4·95	1,65,56	25,86,04	27,51,60	7,21,75	..	1·03
Total Provincial	*1925-26*	*20,22*	*29*	*1·43*	..	*87*	*87*	..	*58*	*—2·87*
	1926-27	19,98	8	0·40	..	87	87	..	79	—3·95
Grand Total	*1925-26*	*6,75,23,11*	*35,28,79*	*5·23*	*1,77,42*	*24,81,99*	*26,59,41*	*8,69,38*	..	*1·29*
	1926-27	7,01,06,93	34,73,43	4·95	1,65,56	25,86,91	27,52,47	7,20,96	..	1·02

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1926 and 1927 (*In thousands of rupees*).

Details.	State lines worked by the State.		State lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1926.	31st March 1927.	*31st March 1926.*	31st March 1927.	*31st March 1926.*	31st March 1927.
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways* :—						
(a) During the year . .	*—1,29*	—1,31	..	..	*—1,29*	—1,31
To end of the year . .	*1,32,08,08*	1,30,78,02	*50,08,68*	50,08,68	*1,82,16,76*	1,80,86,70
2. *Capital outlay during the financial year from funds provided by the State* :—						
(a) Works	7,37,80	14,13,89	*7,14,97*	8,56,82	*14,52,77*	22,70,71
(b) Rolling-stock . . .	*2,91,10*	2,54,49	*2,88,22*	1,58,66	*5,79,32*	4,13,15
(c) General charges . .	*32,14*	40,05	*40,16*	69,34	*72,30*	1,09,39
(d) Stores, etc., not finally charged off in the accounts.	*—84,69*	17,08	*—94,84*	—96,45	*—1,79,53*	—79,37
(e) Total	*9,76,35*	17,25,51	*9,48,51*	9,88,37	*19,24,86*	27,13,88
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase* :—						
(a) Works	*1,66,06,03*	1,80,19,97	*1,47,60,33*	1,56,17,15	*3,13,66,41*	3,36,37,12
(b) Rolling stock . . .	*82,76,56*	85,31,05	*60,61,96*	62,20,62	*1,43,38,52*	1,47,51,67
(c) General charges . .	*8,32,52*	8,72,57	*10,16,72*	10,86,06	*18,49,24*	19,58,63
(d) Stores, etc., not finally charged off in the accounts.	*10,31,87*	10,98,95	*6,70,31*	5,73,86	*17,52,18*	16,72,81
(e) Total	*2,67,97,03*	2,85,22,54	*2,25,09,32*	2,34,97,69	*4,93,06,35*	5,20,20,23
4. *Total Capital at Charge at the end of the financial year.* [*Items 1* (b) plus *3* (e).]	*4,00,05,11*	4,16,00,56	*2,75,18,00*	2,85,06,37	*6,75,23,11*	7,01,06,93

II-B.—Summary of (i) Capital Outlay during and (ii) Total Capital Outlay to the end of

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms —		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1925-26*	*91*	*1,03*	*—4*	*—7*	*1,83*
	1926-27	1,78	40	1	45	2,64
(b) Worked by the main line	*1925-26*	*39*	..	*17*	*1*	*57*
	1926-27	23	..	—3	..	20
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1925-26*	*8,17*	*1,01*	*1,04*	..	*10,22*
	1926-27	6,24	2,78	..	..	9,02
3. Branch line Companies' Railways under guarantee and rebate terms.	*1925-26*	*1,45*	*3*	...	*—24*	*1,24*
	1926-27	2,08	2	..	..	2,10
4. Companies' lines subsidized by the Government of India.	*1925-26*	*23,33*	*21,34*	*1*	*14,78*	*64,46*
	1926-27	25,17	20,59	1,26	—3,42	43,60
5. Companies' lines subsidized by Local Governments.	*1925-26*	*1,58*	*6,89*	...	*1,46*	*9,93*
	1926-27	1,95	7	...	—1,00	1,02
6. Unassisted Companies' lines	*1925-26*	*14*	*2*	*1*	*10*	*27*
	1926-27	4	3	..	—1	6
7. District Board lines	*1925-26*	*18*	*1*	*1*	*—11*	*9*
	1926-27	1,45	45	..	—9	1,81
8. Companies' lines subsidized by District Boards.	*1925-26*	*82*	*1,09*	*3*	*31*	*2,25*
	1926-27	63	48	10	17	1,38
9. Indian State lines worked by Indian States	*1925-26*	*65,29*	*39,28*	*2,10*	*1,99*	*1,08,66*
	1926-27	50,97	27,34	1,75	—3,10	76,96
10. Indian State lines worked by the main line	*1925-26*	*25,04*	*9,78*	*3,06*	*4,97*	*42,85*
	1926-27	32,42	3,44	3,06	25,88	64,80
11. Companies' lines guaranteed by Indian States	*1925-26*	*2,67*	*1,01*	..	*—9,61*	*—5,93*
	1926-27	1,09	47	..	—2,69	—1,13
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1925-26*	*3*	..	...	...	*3*
	1926-27	..	..	...	..	..
TOTAL	*1925-26*	*1,35,00*	*81,49*	*6,39*	*13,59*	*2,36,47*
	1926-27	1,24,05	56,07	6,15	16,19	2,02,46
MISCELLANEOUS	*1925-26*	*69*	..	*87*	*11*	*1,57*
	1926-27	3,04	13	..	17	3,34
GRAND TOTAL	*1925-26*	*1,35,69*	*81,49*	*7,26*	*13,70*	*2,38,14*
	1926-27	1,27,09	56,20	6,15	16,36	2,05,80

the years 1925-26 and 1926-27 of other than State-owned Railways. (In thousands.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
1,15,24	*17,65*	*11,67*	*1,50*	*1,46,06*	
88,26	17,89	10,08	1,80	*1,18,03	*Excludes Rs. 30,67,000 being the Capital outlay to the end of 1925-26 of Arakan Light Ry. which has been closed for all kinds of traffic from 1st June 1926.
74,17	*1,16*	*7,74*	*2*	† *83,09*	†Includes Rs. 1,25,000 direct outlay on Chaparmukh Silghat and Katakhal-Lalabazar Railways by the Managing Agents.
74,40	1,16	7,71	2	‡83,29	‡Includes Rs. 1,13,000 direct outlay on Katakhal Lalabazar by the Managing Agents.
12,46,25	*50,28*	*1,07,61*	..	*14,04,14*	
12,52,49	53,06	1,07,61	..	14,13,16	
1,68,32	*3,35*	*9,56*	*2,14*	*1,83,37*	
1,70,40	3,37	9,56	2,14	1,85,47	
13,09,23	*3,41,04*	*1,25,79*	*35,73*	*18,11,79*	
11,45,95	3,61,63	1,14,58	32,31	§16,54,47	§Excludes Rs. 2,00,92,000 being the capital outlay to the end of 1925-26 of D. U. K. Railway which has been amalgamated with the N. W. Railway.
99,26	*63,17*	*20,96*	*6,11*	*1,89,50*	
1,01,21	63,24	20,96	5,11	1,90,52	
30,34	*6,70*	*90*	*37*	*38,31*	
30,88	6,73	90	36	38,87	
1,33,53	*6,50*	*13,22*	*9*	*1,53,34*	
1,34,98	6,95	13,22	..	1,55,15	
1,08,64	*36,59*	*5,67*	*3,59*	*1,54,49*	
1,09,27	37,07	5,77	3,76	1,55,87	
12,33,17	*4,50,57*	*69,33*	*68,04*	*18,21,61*	
12,84,14	4,77,91	71,58	64,94	18,98,57	
11,63,69	*1,04,94*	*89,19*	*13,20*	*13,71,02*	
11,96,21	1,08,38	92,25	39,08	14,35,92‖	‖Includes Rs. 10,710 capital outlay incurred by the B., B. and C. I. Railway.
7,37,17	*1,92,01*	*30,37*	*37,06*	*9,90,61*	
7,38,26	1,92,48	30,37	28,37	9,89,48	
2,13,18	..	*1,51*	..	*2,14,69*	
2,13,18	..	1,51	..	2,14,69	
66,32,69	*12,73,96*	*4,94,02*	*1,61,35*	*85,62,52*	
65,39,63	13,29,87	4,86,10	1,77,89	85,33,49	
19,80	*1,90*	*2,01,09*	*11*	*2,22,90*	
22,84	2,03	2,01,09	28	2,26,24	
66,52,49	*12,75,86*	*6,95,11*	*1,61,96*	*87,85,42*	
65,62,47	13,31,90	6,87,19	1,78,17	87,59,73	

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1925-26 and 1926-27.

Particulars.	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.
1	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt .. .. £	3,555,376	3,514,714	893,913	893,913	..	..	4,449,289	4,408,627	..	..	4,449,289	4,408,627
Interest on capital contributed by companies:—												
On share capital £	38,625	..	495,000	495,000	..	..	533,625	495,000	..	..	533,625	495,000
On debenture & debenture stock £	..	..	727,184	678,573	..	..	727,184	678,573	..	..	727,184	678,573
TOTAL .. £	38,625	..	1,222,184	1,173,573	..	..	1,260,809	1,173,573	..	..	1,260,809	1,173,573
GRAND TOTAL .. £	3,594,001	3,514,714	2,116,097	2,067,486	..	..	5,710,098	5,582,200	..	..	5,710,098	5,582,200
Converted into rupees at average rate of exchange .. .. (In thousands of rupees).	4,77,33	4,71,09	2,80,77	2,76,82	..	..	7,58,10	7,47,91	..	..	7,58,10	7,47,91
Interest on capital outlay provided by Government .. (In thousands of rupees).	9,57,56	10,29,41	7,42,14	7,85,34	13,90	13,96	17,13,60	18,28,71	87	87	17,14,47	18,29,58
Interest on rupee debt.. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
GRAND TOTAL .. (In thousands of rupees).	14,36,81	15,02,42	10,30,41	10,69,66	13,90	13,96	24,81,12	25,86,04	87	87	24,81,99	25,86,91

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1925-26 and 1926-27. (In thousands of rupees.)

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Net Revenue Receipts (India).	Percentage of ordinary working expenses on earnings.	Remarks.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacement.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	*1925-26*	*56,47,82*	*1,82*	*56,49,64*	*33,97,67*	*4,37,73*	*—2,59*	*38,32,81*	*18,16,83*	*60·16*	
	1926-27	57,12,84	—5,86	57,06,98	33,33,32	5,19,91	—11,88	38,41,35	18,65,63	58·35	
State lines worked by Companies or by Indian States.	*1925-26*	*43,21,53*	*—1,47*	*43,20,36*	*22,55,63*	*3,60,67*	*—7,61*	*26,08,69*	*17,11,67*	*52·19*	
	1926-27	41,96,99	7	41,97,06	23,01,69	2,90,51	— 2,86	25,89,34	16,07,72	54·84	
Total Central ...	*1925-26*	*99,69,65*	*35*	*99,70,00*	*56,53,30*	*7,98,40*	*—10,20*	*64,41,50*	*35,28,50*	*56·70*	
	1926-27	99,09,83	—5,79	99,04,04	56,35,01	8,10,42	—14,74	64,30,69	34,73,35	56·83	
Total Provincial ..	*1925-26*	*2,80*	*—3*	*2,77*	*2,19*	*33*	*—7*	*2,48*	*29*	*78·21*	
	1926-27	2,64	—2	2,62	2,39	13	2	2,54	8	90·53	
Grand Total ...	*1925-26*	*99,72,45*	*32*	*99,72,77*	*56 55,49*	*7,98,76*	*—10,27*	*64,43,98*	*35,28,79*	*56·71*	
	1926-27	99,12,47	—5,81	99,06,66	56,37,40	8,10,55	—14,72	64.33,23	34,73,43	56·85	

V.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses of Railways by classes for the years 1925-26 and 1926-27. (In thousands of rupees.)

Classification.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3.	Remarks.
1	2	3	4	5	6	7	8	9
Class I Railways .	*1925-26* .	*7,29,97,90*	*1,09,68,35*	*68,72,58*	*40,95,77*	*62·66*	*5·61*	
	1926-27 .	7,58,02,89	1,08,72,42	67,28,15	41,44,27	61·88	5·47	
Class II Railways .	*1925-26* .	*19,15,17*	*3,04,40*	*1,91,05*	*1,13,35*	*62·76*	*5·92*	
	1926-27 .	21,09,82	2,99,08	1,96,63	1,02,45	65·74	4·86	
Class III Railways .	*1925-26* .	*5,18,45*	*66,46*	*45,42*	*21,04*	*68·34*	*4·06*	
	1926-27 .	4,98,73	64,16	45,30	18,86	70·60	3·78	
Other items not included in the preceding heads . .	1926-27 .	(*a*) 4,55,22	..	..	..	..	..	
Total State Railways	*1925-26* .	*6,10,58,22*	*99,20,02*	*63,41,36*	*35,78,66*	*63·92*	*5·34*	
	1926-27 .	(*b*)6,96,51,71	(*c*)98,62,18	(*d*)62,39,35	36,22,83	63·27	5·20	
Total other Railways	*1925-26* .	*83,73,30*	*14,19,19*	*7,67,69*	*6,51,50*	*54·09*	*7·78*	
	1926-27 .	85,33,49	13,72,78	7,30,27	6,42,51	53·20	7·53	
Other items not included in the preceding heads . .	1926-27 .	(*a*) 4,55,22	..	..	..	..	..	
Miscellaneous .	1926-27 .	(*f*) 2,26,24	70	46	24	..	..	
Grand Total	*1925-26* (e)	*7,54,31,52*	*1,13,39,21*	*71,09,05*	*42,30,16*	*62·69*	*5·61*	
	1926-27 .	7,88,66,66	1,12,35,66	69,70,08	42,65,58	62·04	5·41	

* In the case of State owned railways.

† In the case of other than State owned railways.

‡ The figures of total capital at charge in column 3 are for the system as a whole, *i.e.*, State owned portion *plus* other than State owned portion.

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

(*a*) As detailed at the end of Statement 5.

(*b*) The difference in the figures of capital at charge shown in summay No. V as compared with those shown in Summary No. I is due to the exclusion of Rs. 4,55,22,000 shown against "other items not included in the preceding heads" in the above Summary.

(*c*) The difference of Rs.—50,29,000 as compared with the figures of earnings shown in column 3 of Summary No. IV above is made up of—

	Rs.	
Excludes—	47,76,000	gross earnings of Bangalore Harihar Railway
,,	—3,75,000	Interest on capital deposited by companies, M. S. Railway.
,,	—3,000	Dividend on Government holdings (B. N. Railway).
Includes	26,000	gross earnings of Talcher Coal fields, etc., railways.
,,	44,000	,, ,, of Bezwada extension.
,,	55,000	,, ,, of Jodhpur Hyderabad Railway.
Total	—50,29,000	

(*d*) The difference of Rs. —2,08,60,000 as compared with the figures of expenses shown under columns 6 and 7 of Summary No. IV above is made up of—

	Rs.	
Excludes—	20,75,000	on account of rebate, etc.
,,	—27,52,000	working expenses of Bangalore Harihar, Bezwada, etc., Rlys.
,,	—1,59,13,000	contribution to Depreciation Fund on account of Company worked lines.
,,	—1,40,000	Interest adjustment of Tirhoot Railway.
Includes	20,000	Indirect charges of Jorhat (Provl.) Railway.
Total	—2,08,60,000	

(*e*) Represent figures of capital at charge on open lines and on lines under construction in the case of State owned railways and on open lines only in the case of other than State owned railways.

(*f*) Made up of—

	(In thousands of rupees.
(1) Interest charges during construction of the Assam Bengal Railway debited to capital	75,70
(2) State outlay on the Patri Branch	8,08
(3) Expenditure in England on the South Bihar railway	52,18
(4) Outlay by Forest Department on the Alnavar Dandeli railway	8,87
(5) Outlay from Joint Debenture Stock on the Lucknow Bareilly Railway	81,41
Total	2,26,24

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1925-26 and 1926-27.

Classification.	Year.	Route mileage on 31st March.	Total capital at charge (including ferries and suspense) on open lines & on lines wholly or partly under construction.	Gross earnings.‡	Working expenses.‡	Net earnings.	Remarks.
1	2	3	4‖	5‖	6‖	7‖	8
		Miles.	Rs.	Rs.	Rs.	Rs.	
State lines worked by the State	*1925-26*	*13,168·89*	*(a) 3,98,81,99*	*56,49,79*	*38,30,92*	*18,18,87*	*In the case of State owned Railways. †In the case of other than state owned railways. §The difference in the figures of capital at charge shown in summary No. VI as compared with those shown in summary No. I is due to the exclusion of figures detailed in the last head. ‖The figures in columns 4 to 7 are in thousands.
	1926-27	13,548·92	§4,14,49,40	57,14,94	38,46,66	18,68,28	
State lines worked by companies	*1925-26(b) & (c)*	*14,095·33*	*(d) 2,71,76,23*	*42,70,23*	*25,10,44*	*17,59,79*	
	1926-27 (b)	14,315·33	§2,82,02,31	41,47,24	23,92,69	17,54,55	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1925-26*	*196·06*	*1,46,06*	*11,32*	*8,89*	*2,43*	
	1926-27	177·93	1,18,03	10,12	7,99	2,13	
Branch line companies' railways under Guarantee terms, worked by the main line.	*1925-26*	*114·65*	*83,09*	*14,19*	*7,21*	*6,98*	
	1926-27	114·65	83,29	13,41	6,84	6,57	
Branch line companies' railways under Rebate terms, worked by the main line (*e*).	*1925-26*	*2,068·62*	*14,04,14*	*2,47,14*	*1,26,16*	*1,20,98*	
	1926-27	2,067·24	14,13,16	2,51,27	1,28,72	1,22,55	
Branch line companies' railways under Guarantee and rebate terms.	*1925-26*	*166·60*	*1,83,37*	*14,82*	*7,92*	*6,90*	
	1926-27	166·60	1,85,47	17,39	9,12	8,27	
Companies' lines subsidized by the Government of India.	*1925-26*	*2,194·99*	*17,83,66*	*3,17,45*	*1,42,47*	*1,74,98*	
	1926-27	1,983·52	16,54,47	2,72,05	1,16,16	1,55,89	
Companies' lines subsidized by Local Governments.	*1925-26*	*137·02*	*1,89,50*	*43,01*	*25,75*	*17,26*	
	1926-27	137·02	1,90,52	46,46	26,95	19,51	
Unassisted companies' lines	*1925-26*	*69·70*	*38,31*	*3,82*	*2,72*	*1,10*	
	1926-27	69·70	38,87	4,15	3,31	84	
District Board lines	*1925-26*	*271·27*	*1,53,34*	*37,44*	*22,30*	*15,14*	
	1926-27	271·27	1,55,15	39,86	22,25	17,61	
Companies' lines subsidized by District Boards.	*1925-26*	*306·10*	*1,54,49*	*37,39*	*18,94*	*18,45*	
	1926-27	305·93	1,55,87	37,70	22,58	15,12	
Indian State lines worked by Indian States.	*1925-26*	*3,101·39*	*17,35,62*	*2,70,47*	*1,82,21*	*88,26*	
	1926-27	3,153·19	18,98,57	2,59,24	1,77,20	82,04	(*g*) As detailed in foot-note (*f*) of summary No. V.
Indian State lines worked by the main line.	*1925-26*	*1,860·79*	*12,95,92*	*2,18,81*	*1,26,58*	*92,23*	
	1926-27	1,890·39	14,35,92	2,14,21	1,23,82	90,39	
Companies' lines guaranteed by Indian States.	*1925-26*	*754·47*	*9,90,61*	*1,81,53*	*83,59*	*97,94*	
	1926-27	754·47	9,89,48	1,81,44	70,35	1,11,09	
Lines in foreign territory worked by British Indian railway companies.	*1925-26*	*73·60*	*2,14,69*	*21,80*	*12,95*	*8,85*	
	1926-27	73·60	2,14,69	25,48	14,98	10,50	(*h*) As detailed at the end of statement No. 5.
Miscellaneous	1926-27	19·12	(*g*) 2,26,24	70	46	24	
Other items not included in the preceding heads	1926-27	..	(*h*) 4,55,22	..	..	..	
Total	*1925-26*	*38,679·48*	*(f) & (i) 7,54,31,52*	*1,13,39,21*	*71,09,05*	*42,30,16*	
	1926-27	39,048·88	7,88,66,66	1,12,35,66	69,70,08	42,65,58	

‡Do not include items of receipts and charges in England finally accounted for in English Accounts.

Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

(*a*) Excludes the Central Indian coal-fields Railway Construction, Delhi (New Capital) Railway works but includes Jorhat Provincial railway.

(*b*) Includes the Travancore Railway (Indian State Section).

(*c*) Includes the Alnavar-Dandeli and Madaya-Mandalay Light railways.

(*d*) Includes (*i*) the share owned by the Bhopal Durbar in the Bhopal Itarsi Railway and (*ii*) Burma Provincial Railways.

(*e*) Excludes the Matheran Light Railway from columns 4 to 7 for which information was not furnished.

(*f*) Excludes expenditure on account of (1) Interest charges during construction on the Assam-Bengal Railway, (2) State outlay on the Patri Branch charged against civil works grant, (3) Expenditure incurred in England on the South Bihar Railway, (4) Outlay from joint Debenture Stock on the Lucknow-Bareilly Railway, (5) Delhi (New Capital) Railway works, (6) Miscellaneous and (7) United Provinces Distillery sidings.

(*i*) For remarks see footnote (*e*) of summary No. V.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1927.

Classification.	Route mileage open on the 31st March 1927.			Track mileage open on the 31st March 1927.			Route mileage opened during the financial year 1926-27.	Route mileage authorised but not open for traffic on 31st March 1927.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
Class I Railways—									
5′ 6″ gauge	16,105·92	3,261·52	19,367·44	22,856·48	6,635·88	29,492·36	280·92	230·95	919·06
3′ 3½″ gauge	13,515·84	244·95	13,760·79	14,005·74	2,746·91	16,752·65	78·14	87·10	906·42
2′ 6″ and 2′ 0″ gauges ..	2,003·72	*Nil*	2,003·72	2,003·72	248·79	2,252·51	9·46	42·50	173·48
Total ..	31,625·48	3,506·47	35,131·95	38,865·94	9,631·58	48,497·52	368·52	360·64	1,998·96
Class II Railways—									
3′ 3½″ gauge	2,033·68	*Nil*	2,033·68	2,033·68	277·02	2,310·70	50·11	161·56	111·75
2′ 6″ and 2′ 0″ gauges ..	741·63	*Nil*	741·63	741·70	96·54	838·24	2·14	53·56	97·49
Total ..	2,775·31	*Nil*	2,775·31	2,775·38	373·56	3,148·94	52·25	215·12	209·24
Class III Railways—									
3′ 3½″ gauge	137·34	*Nil*	137·34	137·34	17·13	154·47	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges ..	1,004·28	*Nil*	1,004·28	1,005·63	79·71	1,085·34	*Nil*	23·12	47·77
Total ..	1,141·62	*Nil*	1,141·62	1,142·97	96·84	1,239·81	*Nil*	23·12	47·77
Total State Railways—									
5′ 6″ gauge	13,647·44	3,261·00	16,908·44	20,396·96	6,273·73	26,670·69	256·40	228·96	737·92
3′ 3½″ gauge	9,458·81	227·13	9,685·94	9,913·07	2,108·90	12,021·97	78·14	17·43	834·14
2′ 6″ and 2′ 0″ gauges ..	1,409·63	*Nil*	1,409·63	1,409·63	196·65	1,606·28	6·71	42·59	141·85
Total ..	24,515·88	3,488·13	28,004·01	31,719·66	8,579·28	40,298·94	341·25	288·98	1,713·91
Total Other Railways—									
5′ 6″ gauge	2,458·48	0·52	2,459·00	2,459·52	362·15	2,821·67	24·52	1·99	181·14
3′ 3½″ gauge	6,228·05	17·82	6,245·87	6,263·69	932·16	7,195·85	50·11	231·23	184·03
2′ 6″ and 2′ 0″ gauges ..	2,340·00	*Nil*	2,340·00	2,341·42	228·39	2,569·81	4·89	76·68	176·89
Total ..	11,026·53	18·34	11,044·87	11,064·63	1,522·70	12,587·33	79·52	309·90	542·06
Total—									
5′ 6″ gauge	16,105·92	3,261·52	19,367·44	22,856·48	6,635·88	29,492·36	280·92	230·95	919·06
3′ 3½″ gauge	15,686·86	244·95	15,931·81	16,176·76	3,041·06	19,217·82	128·25	248·66	1,018·17
2′ 6″ and 2′ 0″ gauges ..	3,749·63	*Nil*	3,749·63	3,751·05	425·04	4,176·09	11·60	119·27	318·74
Grand Total ..	35,542·41	3,506·47	39,048·88	42,784·29	10,101·98	52,886·27	420·77	598·88	2,255·97

VIII.—Summary of

Classification.	Locomotives.		Rail motors.		Steam Coaches.		* Electric motor Coaches.			Coaching Vehicles (excluding Vehicles used exclusively on Railway Service).					Other vehicles including brake vans.
										Passenger carriages.					
											Seats.				
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats	No.	3rd class seats.	Average weight in tons.	No.	1st.	2nd.	Inter.	Third.	No.
1	2	3	4	5	6	7	8	9	10	*11	12	13	14	15	16
Class I Railways.															
5′ 6″ gauge . .	6,375	138,445,611	2	168	7	599	33	2,848	68·9	10,227	22,908	41,639	58,710	627,324	4,184
3′ 3½″ gauge . .	2,660	33,330,727	4	236	..	..	..	..	..	7,767	10,207	13,785	9,877	339,042	1,336
		Number.		Number.											
2′ 6″ and 2′ 0″ gauges		328		13	3	..	..	..	..	858	1,075	1,368	1,705	26,009	59
Class II Railways.															
3′ 3½″ gauge . .		232		1	..	..	..	..	..	725	1,210	2,031	924	25,854	165
2′ 6″ and 2′ 0″ gauges		122		4	1	..	..	..	..	483	559	643	424	14,429	70
Class III Railways.															
3′ 3½″ gauge . .		17		1	..	..	..	..	..	60	90	154	40	1,511	16
2′ 6″ and 2′ 0″ gauges		139		11	2	..	..	..	..	470	415	413	1,132	13,389	49

IX.—Summary of net Additions

Classification.	Locomotives.		Rail motors.		Steam coaches.		* Electric Motor coaches.		Coaching Vehicles (excluding Vehicles used exclusively on Railway Service).					
									Passenger carriages.					Other vehicles including brake vans.
										Seats.				
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	Seats.	No.	1st.	2nd.	Inter.	Third.	No.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Class I Railways.														
5′ 6″ gauge	—130	—289,887	..	..	5	460	21	1,680	201	1,258	785	5,107	25,350	307
3′ 3½″ gauge .. .	— 8	368,307	1	16	..	..	..	..	93	105	452	17	7,487	16
		Number.		Number.										
2′ 6″ and 2′ 0″ gauges		4		..	3	..	..	..	13	41	28	4	194	4
Class II Railways.														
3′ 3½″ gauge . .		2		1	..	..	..	..	8	39	21	25	356	—8
2′ 6″ and 2′ 0″ gauges		6		3	1	..	..	..	20	4	27	2	1,053	30
Class III Railways.														
3′ 3½″ gauge . .		—3		..	..	..	..	..	—1	8	—3	..	—18	3
2′ 6″ and 2′ 0″ gauges		—3		10	2	..	..	..	—10	—9	—18	5	1,730	—7
By gauges.														
5′ 6″ gauge . .	—130	—289,887	..	..	5	460	21	1,680	201	1,258	785	5,107	25,350	307
		Number.		Number.										
3′ 3½″ gauge .		—9		2	..	..	..	..	100	152	470	42	7,825	11
2′ 6″ and 2′ 0″ gauges		—7		13	6	..	..	..	23	36	37	11	2,977	27

Equipment showing actual stock running on 31st March 1927.

Trailor coaches.				Goods Vehicles (excluding vehicles used exclusively on Railway Service).							
Electric.		Steam.		Covered wagons.		Open wagons, low sided.		Open wagons, high sided.		Other vehicles including brake vans.	Remarks.
No.	Seats.	No.	Seats	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	
17	18	19	20	21	22	23	24	25	26	27	28
111	11,104	2	80	96,571	1,950,233	6,695	118,647	42,092	860,114	13,862	* Motor coach composites.
				44,215	525,237	4,999	57,926	2,964	40,751	6,759	
							Number.				
							3,355				
							5,032				
							1,710				
							457				
							1,515				

to Equipment during the year 1926-27.

Trailor coaches.				Goods Vehicles (excluding vehicles used exclusively on Railway Service).					
Electric.		Steam.		Covered wagons.		Open wagons.		Other vehicles including brake vans.	Remarks.
No.	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	
16	17	18	19	20	21	22	23	24	25
72	6,697	2	80	865	39,112	972	28,411	149	* Motor coach composites.
				971	21,264	474	10,822	88	
							Number.		
							223		
							—18		
							—28		
							—8		
							—53		
							Total capacity in tons.		
72	6,697	2	80	865	39,112	972	28,411	149	
							Total Number.		
							1,507		
							142		

X.—*Summary of Passenger and Goods*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1925-26.	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*1,122,9*	1,105,9	*36,8*	35,7	*10,7*	9,6
2nd class . . . . . „	*10,199,8*	10,393,7	*256,9*	241,5	*30,9*	30,6
Inter class . . . . . „	*13,645,2*	14,985,0	*218,2*	240,5	*146,9*	136,9
3rd class . . . . . „	*564,418,6*	568,592,1	*27,576,5*	25,818,5	*9,893,5*	10,381,6
Total (*a*) . „	*589,386,5*	595,076,7	*28,088,4*	26,336,2	*10,082,0*	10,558,7
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*109,314*	116,792	*1,529*	1,409	*310*	291
2nd class . . . . . „	*371,934*	410,017	*9,556*	9,080	*899*	842
Inter class . . . . . „	*614,990*	670,437	*5,483*	5,868	*2,217*	1,939
3rd class . . . . . „	*18,416,266*	18,406,167	*648,974*	589,566	*150,250*	153,842
Total . „	*19,512,534*	19,603,413	*665,542*	605,923	*153,676*	156,914
3. Average miles a passenger was carried—						
1st class . . . . . „	*97·4*	105·6	*41·5*	39·5	*29·0*	30·3
2nd class . . . . . „	*36·5*	39·4	*37·3*	37·6	*29·1*	27·5
Inter class . . . . . „	*45·1*	44·3	*25·1*	24·4	*15·1*	14·2
3rd class . . . . . „	*32·6*	32·4	*23·5*	22·8	*15·3*	14·8
Total . „	*33·1*	32·9	*23·7*	23·0	*15·4*	14·8
4. Earnings from Passengers carried (in thousands of Rupees)—						
1st class . . . . . Rs.	*1,17,58*	1,15,11	*2,50*	2,38	*34*	29
2nd class . . . . . „	*1,82,97*	1,82,19	*5,92*	5,59	*53*	52
Inter class . . . . . „	*1,67,16*	1,59,36	*1,69*	1,81	*76*	62
3rd class . . . . . „	*33,09,80*	31,89,91	*1,32,46*	1,20,26	*34,28*	33,85
Total . „	*37,67,51*	36,46,57	*1,42,57*	1,30,04	*35,91*	35,28
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*20·6*	18·9	*31·4*	32·4	*21·1*	19·1
2nd class . . . . . „	*9·45*	8·53	*11·9*	11·8	*11·3*	11·8
Inter class . . . . . „	*4·91*	4·56	*5·92*	5·92	*6·58*	6·14
3rd class . . . . . „	*3·45*	3·33	*3·92*	3·92	*4·37*	4·22
Total . „	*3·71*	3·57	*4·11*	4·12	*4·48*	4·30
6. Tons of goods carried (in thousands) (*b*)	*101,242*	107,684	*3,952*	4,194	*1,157*	1,088
7. Net ton-miles (in thousands) . . .	*19,661,723*	20,103,214	*215,400*	243,393	*22,395*	28,072
8. Average miles a ton of goods was carried .	*194·2*	186·7	*54·5*	58·0	*31·8*	30·6
9. Earnings from goods carried (in thousands of rupees).	*62,78,50*	63,33,25	*1,38,63*	1,43,56	*25,04*	23,84
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*6·13*	6·05	*12·4*	11·3	*14·0*	14·4

Revenue Statistics for the years 1925-26 and 1926-27.

5′ 6″ gauge.		3′ 3½″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Remarks.
1925-26.	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	
8	9	10	11	12	13	14	15	16
855,4	844,5	*271,7*	272,2	*43,3*	34,5	*1,033,0*	1,012,1	
8,396,6	8,572,2	*1,951,4*	1,953,0	*139,6*	140,6	*9,901,3*	10,006,3	
12,341,8	13,304,9	*1,300,8*	1,627,7	*367,7*	429,8	*13,602,4*	14,944,8	
351,436,2	352,472,0	*219,345,7*	223,118,0	*30,606,7*	29,202,2	*574,608,1*	578,408,6	
373,030,0	375,193,6	*223,365,6*	226,970,9	*31,157,3*	29,807,1	*599,144,8*	604,371,8	
88,444	95,760	*20,996*	21,344	*1,743*	1,388	*111,183*	118,492	(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, columns 8 to 13 the total of number carried on individual gauges on all railways and columns 14 and 15 the number originating on all railways.
289,711	322,384	*87,876*	92,871	*4,802*	4,684	*382,389*	419,939	
552,667	594,237	*62,053*	74,834	*7,970*	9,173	*622,690*	678,244	
11,904,358	11,843,334	*6,740,980*	6,778,767	*570,152*	527,474	*19,215,490*	19,149,575	
12,835,180	12,855,715	*6,911,905*	6,967,816	*584,667*	542,719	*20,331,752*	20,366,250	(*b*) The above remark applies to tons carried also.
103·4	111·4	*77·3*	78·4	*40·3*	40·2	*107·6*	117·1	
34·5	37·6	*45·0*	47·6	*34·4*	33·3	*38·6*	42·0	
44·8	44·7	*47·7*	46·0	*21·7*	21·3	*45·8*	45·4	
33·9	33·6	*36·7*	30·4	*18·6*	18·1	*33·4*	33·1	
34·4	34·3	*30·9*	30·7	*18·8*	18·2	*33·9*	33·7	
91,11	90,81	*25,14*	23,51	*4,17*	3,46	*1,20,42*	1,17,78	
1,35,67	1,36,35	*48,88*	47,55	*4,87*	4,40	*1,89,42*	1,88,30	
1,40,62	1,40,79	*15,84*	17,82	*3,15*	3,18	*1,59,61*	1,61,79	
21,60,47	20,69,10	*11,83,59*	11,54,44	*1,32,43*	1,20,48	*34,76,54*	33,44,02	
25,27,37	24,37,05	*12,73,45*	12,43,32	*1,44,67*	1,31,52	*39,45,99*	38,11,89	
19·8	18·2	*23·0*	21·1	*45·9*	47·9	*20·8*	19·1	
8·99	8·12	*10·7*	9·83	*19·5*	18·0	*9·51*	8·60	
4·89	4·55	*4·90*	4·57	*7·59*	6·66	*4·92*	4·58	
3·48	3·35	*3·37*	3·27	*4·46*	4·39	*3·47*	3·35	
3·78	3·64	*3·54*	3·42	*4·75*	4·65	*3·73*	3·59	
75,745	80,918	*26,946*	28,456	*3,660*	3,592	*79,359*	85,833	
16,151,147	16,565,936	*3,619,396*	3,670,246	*129,475*	138,497	*19,900,018*	20,374,679	
213·2	204·7	*134·3*	129·0	*35·4*	38·6	*249·2*	237·4	
47,37,49	47,57,03	*15,88,00*	16,34,72	*1,16,68*	1,08,90	*64,42,17*	65,00,65	
5·63	5·51	*8·42*	8·55	*17·3*	15·1	*6·22*	6 12	

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1925-26 and 1926-27.

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total (in thousands of rupees).	Per train mile.	Per mean mile worked.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked per week.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways ..	*1925-26*	*40,95,77*	*2·65*	*11,789*	*68,72,58*	*4·45*	*380*	*1,09,68,35*	*7·11*	*31,570*	*607*
	1926-27	41,45,87	2·55	11,685	67,28,15	4·14	365	1,08,74,02	6·69	30,657	590
Class II Railways ..	*1925-26*	*1,16,93*	*1·96*	*3,927*	*1,95,94*	*3·28*	*127*	*3,12,87*	*5·24*	*10,509*	*202*
	1926-27	1,02,45	1·67	3,709	1,96,63	3·20	137	2,99,08	4·87	10,827	208
Class III Railways..	*1925-26*	*17,46*	*0·88*	*1,925*	*40,53*	*2·05*	*86*	*57,99*	*2·93*	*6,394*	*123*
	1926-27	18,86	0·89	1,652	45,30	2·16	76	64,16	3·06	5,620	108
Total All Railways	*1925-26*	*42,30,16*	*2·61*	*10,951*	*71,09,05*	*4·38*	*354*	*1,13,39,21*	*6·99*	*29,355*	*565*
	1926-27	42,67,18	2·50	10,835	69,70,08	4·08	340	1,12,37,26	6·58	28,540	549
5′ 6″ Gauge ..	*1925-26*	*28,01,18*	*2·73*	*14,751*	*51,67,70*	*5·04*	*523*	*79,63,88*	*7·77*	*41,965*	*807*
	1926-27	28,34,53	2·62	14,449	50,46,08	4·67	495	78,80,61	7·29	40,181	773
3′ 3⅜″ Gauge ..	*1925-26*	*13,42,56*	*2·53*	*8,432*	*17,42,91*	*3·28*	*211*	*30,85,47*	*5·82*	*19,378*	*373*
	1926-27	13,76,42	2·47	8,599	17,21,46	3·10	207	30,97,88	5·57	19,359	372
2′ 6″ and 2′ 0″ Gauges	*1925-26*	*86,42*	*1·29*	*2,526*	*1,98,44*	*2·96*	*103*	*2,84,86*	*4·25*	*7,667*	*147*
	1926-27	56,23	0·80	1,496	2,02,53	2·88	103	2,58,76	3·68	6,885	132
Total All Gauges	*1925-26*	*42,30,16*	*2·61*	*10,951*	*71,09,05*	*4·38*	*354*	*1,13,39,21*	*6·99*	*29,355*	*565*
	1926-27	42,67,18	2·50	10,835	69,70,08	4·08	340	1,12,37,26	6·58	28,540	549

* Include contribution to Depreciation Fund.

XII.—Summary of Train and Engine Mileage for the years 1925-26 and 1926-27 (In thousands of miles).

Particulars.	Year.	Train Miles.				Engine Miles.			Total train and engine miles.	Remarks.
		Passenger.	Goods.	Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Colms. 7 + 8.)	(Colms. 6 + 9).	
1	2	3	4	5	6	7	8	9	10	11
Class I Railways	*1925-26*	*67,858*	*56,113*	*26,007*	*154,304*	*30,182*	*16,806*	*46,988*	*201,292*	*Includes light, assisting required, assisting not equired, siding and departmental.
	1926-27	73,117	56,016	24,853	162,478	29,159	16,202	45,361	207,839	
Class II Railways	*1925-26*	*1,343*	*1,162*	*3,332*	*5,973*	*1,062*	*97*	*1,159*	*7,132*	
	1926-27	1,567	1,178	3,298	6,145	1,120	154	1,274	7,419	
Class III Railways	*1925-26*	*340*	*136*	*1,497*	*1,981*	*302*	*117*	*419*	*2,400*	
	1926-27	283	134	1,566	2,097	357	133	490	2,587	
5′ 6″ gauge	*1925-26*	*51,787*	*40,388*	*7,556*	*102,579*	*21,222*	*13,502*	*34,724*	*137,303*	
	1926-27	56,211	40,594	6,310	108,101	20,301	12,772	33,073	141,174	
3′ 3⅜″ gauge	*1925-26*	*16,692*	*15,194*	*19,078*	*52,934*	*9,069*	*3,226*	*12,295*	*65,279*	
	1926-27	17,564	15,475	19,160	55,586	9,088	3,392	12,480	68,066	
2′ 6″ and 2′ 0″ gauges	*1925-26*	*1,062*	*1,329*	*4,202*	*6,695*	*1,255*	*292*	*1,547*	*8,242*	
	1926-27	1,192	1,259	4,247	7,033	1,247	325	1,572	8,605	
Total All Railways	*1925-26*	*69,641*	*57,411*	*30,836*	*162,258*	*31,546*	*17,020*	*48,566*	*210,824*	
	1926-27	74,967	57,328	29,717	170,720	30,636	16,489	47,125	217,845	

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1927.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
*1. Coaching vehicle miles	962,598,000	297,757,000	7,080,000
*2. *Wagon miles*—			
2·01 Loaded	1,252,705,000	508,541,000	18,968,000
2·02 Empty	583,127,000	183,653,000	8,973,000
2·03 Total (excluding brake vans)	1,835,832,000	692,194,000	27,941,000
2·04 Percentage loaded of total	68·2	73·5	67·8
*3. Net or freight ton miles	16,224,588,000	3,304,943,000	76,651,000
4. *Gross ton miles (including weight of engine)*—			
4·01 Passenger and proportion of mixed { Excluding departmental	17,635,071,000	4,996,044,000	191,824,000
4·01 Passenger and proportion of mixed { Including departmental	23,494,000,000	6,382,692,000	265,709,000
4·02 Goods and proportion of mixed { Excluding departmental	33,050,976,000	6,684,203,000	186,537,000
4·02 Goods and proportion of mixed { Including departmental	37,644,092,000	7,853,797,000	251,735,000
*5. *Wagon Usage*—			
5·01 Average wagon load (Total traffic)	12·9	6·49	4·02
5·02 Wagon miles per wagon day	33·1	30·5	14·3
5·03 Net ton miles per wagon day	292·7	145·6	39·1
*6. *Running of trains*—			
Average speed—Train miles per train hour—			
6·01 Passenger trains	19·9	16·2	11·4
6·02 Mixed trains	13·5	12·3	11·2
6·03 Goods trains—Main lines	10·1	9·18	9·16
6·04 Goods trains—Branch lines	9·13	9·68	
*7. *Average train load*—			
Passenger—			
7·01 Number of vehicles	17·1	18·1	..
Passenger and proportion of mixed—			
7·02 Gross weight (including weight of engine)	388·2	239·2	...
Goods—			
7·03 Main lines—Loaded wagons	32·2	29·5	...
7·04 Main lines—Empty wagons	14·8	11·0	...
7·05 Main lines—Total	47·0	40·5	...
7·06 Percentage loaded of total	68·4	72·8	...
7·07 Branch lines—Loaded wagons	23·2	20·9	...

*Excluding departmental.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—contd.			
Goods—*contd.*			
7·08 Branch lines—Empty wagons	11·4	7·49	..
7·09 Branch lines—Total	34·7	28·4	..
7·10 Percentage loaded of total	67·0	73·6	..
Main and Branch Lines—			
Goods and proportion of mixed—			
7·11 Net or freight weight	380·9	156·7	56·0
7·12 Gross weight (*including* weight of engine)	883·8	372·4	184·0
7·13 Gross weight (*excluding* weight of engine)	776·0	317·0	136·4
*8. *Light Running.*—			
Light engine miles per 100 train miles—			
8·01 Passenger and proportion of mixed	1·79	0·87	..
8·02 Goods and proportion of mixed	6·89	2·14	..
*9. *Shunting.*—			
Shunting miles per 100 train miles—			
9·01 Passenger and proportion of mixed	5·62	5·64	..
9·02 Goods and proportion of mixed	39·7	31·8	..
9·03 Wagon miles per shunting engine hour	543·2	516·0	..
9·04 Net ton miles per shunting engine hour	4,801·0	2,463·8	..
10. *Efficiency.*—			
10·01 Wagon miles per engine hour *(a)	182·5	153·6	..
10·02 Net ton miles per engine hour *(a)	1,613·2	733·4	..
10·03 Gross ton miles per engine hour *(b) (a)	3,893·3	1,861·4	..
(a) 11. *Engines and Engine Usage.*—			
11·01 Average authorised stock (excluding engines ordered but not yet handed over to traffic)	6,419	2,546	310
11·02 Average total number on the line	6,390	2,622	285
11·03 Average number available for use	4,985	2,124	218
11·04 Average number in good repair stored	182	7	6
11·05 Engine miles per day per engine on the line	76·2	65·4	39·1
11·06 Net ton miles per goods locomotive day *	11,678·1	6,318·6	1,773·2
(a) 12. *Density.*—			
12·01 Passenger miles per running track mile per annum	562,454	464,215	122,786
12·02 Passenger miles per route mile per annum	663,780	472,478	122,786
12·03 Net ton miles per running track mile per annum	724,781	246,697	40,979
12·04 Net ton miles per route mile per annum	855,350	251,088	40,979
12·05 Gross ton miles per running track mile per annum (b)	2,745,714	1,055,847	271,603
12·06 Gross ton miles per route mile per annum (b)	3,240,354	1,074,642	271,603
12·07 Train miles per running track mile per day	13·0	9·99	4·51
13. *Repair of Rolling stock*—			
(a) Engines—			
Average number under or awaiting repair	674	270	35
In Mechanical workshops.—			
13·01 Number			
13·02 Percentage of item 13·01 to average number on the line	10·5	10·3	13·0

* Excluding departmental.
(a) Including departmental.
(b) Including weight of engine.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
In sheds and transportation workshops—			
13·03. Number	731	228	27
13·04. Percentage of item 13·03 to average total No. on the line	11·4	8·70	9·47
Engines undergoing repairs not available for traffic (monthly)—			
13·05. Number undergoing heavy repairs	172	64	12
13·06. Number undergoing light repairs	35	26	2
13·07. Average number of days engines undergoing heavy repairs were not available for traffic.	120	127	126
13·08. Average number of days engines undergoing light repairs were not available for traffic.	51	61	22
(*a*) *Coaching Stock*—			
Average number under or awaiting repairs (monthly)—			
13·09. Passenger carriages	1,303	821	79
13·10. Other coaching vehicles	452	151	9
13·11. Percentage of item 13·09 to average total No. on the line	13·4	11·1	9·67
13·12. Percentage of item 13·10 do. do.	9·98	8·55	9·38
13·13. Number overdue repairs on 31st March	2,285	2,034	179
13·14. Percentage of items 13·13 to average authorised stock (excluding vehicles ordered but not yet handed over to traffic).	15·1	21·1	35·0
**Goods Stock*—			
Number of unserviceable wagons—			
13·15. Number	8,818	3,980	207
13·16. Percentage of item 13·15 to average number on the line daily	5·78	6·41	3·81
13·17 Number overdue repairs on 31st March 1927	16,762	7,015	208
13·18 Percentage of item 13·17 to average authorised number of wagons owned (excluding wagons ordered but not yet handed over to traffic).	11·0	12·6	16·6
14. *Coal consumption*—			
Number of tons of fuel consumed—			
(*a*) 14·01 Foreign coal	..	2,939	..
(*a*) 14·02 Indian coal	4,876,247	1,243,919	108,626
(*a*) 14·03 Wood	7,212	99,510	107
(*a*) 14·04 Oil fuel	120,764	85	..
(*a*) 14·05 Total (in terms of coal)	5,098,703	1,286,817	108,668
Passenger and Mixed—			
*14·06 Total net tons of coal consumed	2,014,891	689,083	59,549
*14·07 lbs. per engine mile	69·2	45·1	55·3
Goods—			
*14·08 Total net tons of coal consumed—Goods service	2,271,321	398,034	27,517
*14·09 Ditto Shunting (including siding)	605,220	127,117	15,813
14·10 Ditto Departmental	184,971	69,185	

(*a*) Including Departmental.

* Excluding Departmental.

Particulars.	5' 6" Gauge.	3' 3⅜" Gauge.	2' 6" & 2' 0" Gauges.
Goods—*contd.*			
*14·11 Lbs. per engine mile (Goods service)	109·0	55·9	72·4
*14·12 Lbs. per engine mile (shunting including siding)	63·6	36·1	..
Lbs. of coal consumed per 1,000 gross ton miles—(*b*)			
*14·13 Passenger and proportion of mixed	185·5	189·7	393·0
*14·14 Goods and proportion of mixed	139·4	154·4	379·2
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental).—			
15·01 Total pints (Passenger and Mixed)	5,778,634	3,051,713	268,957
15·02 Total pints (Goods trains)	4,304,557	1,042,216	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·86	5·99	6·60
15·04 Pints per 100 engine miles (Goods)	9·22	6·53	
Lubricating oil used on coaching goods, and departmental vehicles—			
15·05 Total pints	8,025,120	1,802,708	..
15·06 Pints per 1,000 vehicle miles	2·65	1·36	..

* Excluding Departmental.
(*b*) Including weight of engine.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1926-27 and of the per Government after meeting all charges against the

Class and Name of Railway.	Capital at charge on 31st March 1927.	Net Revenue Receipts.	Percentage on net Revenue Receipts on Capital at charge.
1	2	3	4
Central.			
STATE LINES WORKED BY THE STATE.			
1. Aden (Strategic)	14,98	65	4·34
2. Central Indian Coal-fields	2,06,68	..	..
3. Delhi (New Capital) Railway Works Scheme	78,63	..	..
4. Eastern Bengal	45,06,53	2,31,73	5·14
5. East Indian	1,32,67,42	7,75,14	5·84
6. North Western (Commercial)	93,16,93	4,83,57	5·19
North Western (Military)—			
7. Main line	28,79,22	—63,27	—2·19
8. Khyber	2,75,13	..	..
9. Great Indian Peninsula	1,09,69,25	4,37,81	3·99
10. Audit office Ry. Collieries	85,79	..	..
TOTAL	4,16,00,56	18,65,63	4·49
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
11. Assam-Bengal	19,74,50	80,36	4·07
12. Bengal-Nagpur	68,47,91	3,48,08	5·08
13. Bezwada Extension (N. G. S.)	17,31	3,38	19·53
14. Dhond Kurnool (N. G. S.)	1,21	..	..
15. Bombay, Baroda and Central India (including Dholka Dhanduka Jambusar Kavi and Samni Dehej)	68,82,58	4,21,25	6·12
16. Burma Railways (including Extensions)	29,44,23	1,80,18	6·12
17. Jodhpur-Hyderabad (British Section) (Jodhpur)	63,68	1,21	1·90
18. Lucknow-Bareilly (R. & K.)	1,55,69	17,45	11·20
19. Madras and Southern Mahratta	52,81,14	3,57,95	6·78
20. Dhone-Kurnool (M. & S. M.)	..	..	..
21. South Indian	28,32,04	2,45,53	8·67
22. Coonoor-Ootacamund (S. I.)	51,29	..	..
23. Travancore (British Section) (S. I.)	50,58	9,60	5·09
24. Travancore (Indian State Section) (S. I.)	1,37,70		
25. Tinnevelly-Tiruchendur (S. I.)	..	..	..
26. South Behar (E. I.)	67,59	..	..
27. Tirhoot (B. & N. W.)	8,89,86	1,01,86	11·45
28. Contribution to Depreciation Fund on account of Company worked lines	..	—1,59,13	..
TOTAL	2,81,97,31	16,07,72	5·70
Miscellaneous Items.			
Abandoned Projects, etc.	32,26	..	..
Other miscellaneous items	2,56,82	..	..
Total Central	7,00,86,95	34,73,35	4·95
Provincial.			
Assam (Jorhat)	13,26	10	0·75
United Provinces (Distillery siding)	1,72	..	..
Burma Provincial	5,00	—2	—0·40
Total Provincial	19,98	8	0·40
GRAND TOTAL	7,01,06,93	34,73,43	4·95

Note—For state lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to Revenue of this Report.

centage of those figures on the Capital at Charge on 31st March 1927 also of the net gain or loss to net Revenue Receipts (In thousands of rupees).

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between Columns (3) and (7).		
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	Percentage of gain or loss on Capital at charge.
5	6	7	8	9	10
..	68	68	..	3	—0·20
..	8,97	8,97	..	8,97	—4·34
..	4,32	4,32	..	4,32	—5·49
..	1,61,51	1,61,51	70,22	..	1·55
..	4,96,93	4,96,93	2,78,21	..	2·09
..	3,11,54	3,11,54	1,72,03	..	1·84
..	1,33,29	1,33,29	..	1,96,56	—6·82
..	14,82	14,82	..	14,82	—5·38
..	3,66,41	3,66,41	71,40	..	—0·65
..	3,95	3,95	..	3,95	—4·60
..	15,02,42	15,02,42	363,21	..	0·87
2,19	71,96	74,15	6,21	..	0·31
6,92	2,95,11	3,02,03	46,05	..	0·67
..	67	67	2,71	..	15·65
..	3	3	..	3	—2·48
20,90	2,41,47	2,62,37	1,58,88	..	2·30
49,48	1,03,81	1,53,29	26,89	..	0·91
..	2,37	2,37	..	1,16	—1·82
1,30	9,01	10,31	7,14	..	4·57
76,10	1,95,90	2,72,00	35,95	..	1·62
..	..	..	..	..	..
7,38	1,12,44	1,19,82	1,25,71	..	4·44
..	1,88	1,88	..	1,88	—3·66
1,29	1,49	2,78	6,82	..	3·62
..	—13	—13	13	..	..
..	2,25	2,25	..	2,25	—3·33
..	31,40	31,40	70,46	..	7·92
..	..	..	..	1,59,13	..
1,65,56	10,69,66	12,35,22	3,72,50	..	1·32
..	1,07	1,07	..	1,07	—3·32
..	12,89	12,89	..	12,89	—5·02
1,65,56	25,86,04	27,51,60	7,21,75	..	1·03
..	49	49	..	39	—2·94
..	10	10	..	10	—5·81
..	28	28	..	30	—0·60
..	87	87	..	79	—3·95
1,65,56	25,86,91	27,52,47	7,20,96	..	1·02

against each individual railway are determined after taking into account the amount actually spent on replacements and renewals are shown in the statement of financial results of the working of railway owned by the state appearing in Chapter II of Vol. I

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
I.—State Lines worked by the State.							
Aden (Strategic)	..	..	6	—1	..	—4	1
Central Indian Coal-fields	..	..	77,39	..	6,47	—89	82,97
Delhi (New Capital) Railway Works Scheme.	..	..	—16	..	40	—2,11	—1,87
Eastern Bengal	..	5,94,92	70,29	18,27	1,51	—23,02	67,05
East Indian	—1,31	55,85,21	2,56,23	77,19	7,61	—42,01	2,99,02
Rikhikesh Road construction (E. I.)	..	..	5,45	..	40	52	6,37
Great Indian Peninsula	..	54,80,84	2,10,29	79,21	10,93	—3,87	2,96,56
North Western (Commercial)	..	14,17,05	7,38,01	72,32	11,27	86,80	9,08,40
North Western (Military)—							
Main Line	..	..	24,76	7,51	6	1,04	33,37
Khyber	..	..	4,85	..	64	—1,08	4,41
Hindubagh Fort Sandeman	..	..	11,36	..	76	73	12,85
A. O. Collieries	..	..	15,36	..	..	1,01	16,37
Total I	—1,31	1,30,78,02	14,13,89	2,54,49	40,05	17,08	17,25,51
II.—State Lines woked by Companies or by Indian States.							
Assam-Bengal—I	..	..	2,50	..	..	..	2,50
Assam-Bengal—II	..	..	15,22	4,27	..	1,49	20,98
Furkating Badulipara Jorhat (A. B.)	..	..	6,45	..	98	—61	6,82
Sibsagar Road Khowang (A. B.)	..	..	5,01	..	93	—5	5,89
Karimganj Longai Valley (A. B.)	..	..	10,14	..	72	1,57	12,43
Bengal-Nagpur	..	..	1,75,22	30,22	12,34	—28,77	1,89,01
Bezwada Extension (N. G. S.)	..	..	20	..	..	..	20
Dhond Kurnool Extension (N.G.S.)	..	..	29	..	9	83	1,21
Bombay, Baroda and Central India (including Jambusur Kavi and Samni Dehej).	..	21,83,54	1,40,48	47,62	7,20	—19,51	1,75,79
Burma	..	..	33,20	49,76	22	—32,46	50,72
Burma Extensions	..	..	9,42	4,61	21	..	14,24
Southern Shan States	..	..	—2	24	—3	..	19
Myingyan Notogyi-Paluk Nayaungabin Madauk Moulmein-Ye, Taungdwingyi-Kyaukpada u n g, Pyinmana-Taungdwingyi, Alon-Saingbyin, Segyi-Ye-U, , Pegu-Kayan, Mandalay Madaya, Heho-Tayaw, Kayan-Thongwa and Bauktaw-Mingaladon formerly classed as Provincial Railways.	..	..	71,67	—21,59	5,66	20	55,94
Total Companies' Lines Carried over	..	21,83,54	4,69,78	1,15,13	28,32	—77,31	5,35,92

Railways on the 31st March 1927 (In thousands of rupees).

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+ 13).	Remarks.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
8,06	5,30	16	1,46	14,98	14,98	
1,46,13	..	30,32	30,23	2,06,68	2,06,68	
63,05	..	12,15	3,43	78,63	78,63	
26,48,79	10,26,99	1,34,00	1,01,83	(a) 39,11,61	45,06,53	(a) Excludes Rs. 29,78,885 on account of the capital expenditure on Burkhuda colliery transferred to the Audit Officer Railway Collieries without financial adjustment.
40,32,17	32,70,45	1,07,95	2,57,01	76,67,58	1,32,52,79	
13,12	..	1,18	33	14,63	14,63	
37,38,92	13,93,97	1,22,37	2,33,15	(b) 54,88,41	1,09,63,25	(b) Excludes Rs. 39,62,490 on account of the capital expenditure on collieries transferred without financial adjustment to the Audit Officer Railway Collieries.
48,22,19	23,66,00	3,24,31	3,37,38	78,99,88	93,16,93	
22,04,71	4,68,34	1,12,87	80,45	28,66,37	28,66,37	
2,46,69	..	26,50	1,94	2,75,13	2,75,13	
11,36	..	76	73	12,85	12,85	
84,78	..	..	1,01	(c) 85,79	85,79	(c) Includes Rs. 29,78,885 and Rs. 39,62,490 transferred without financial adjustment from the E. B. and G. I. P. Railways on account of capital expenditure on collieries.
1,80,19,97	85,31,05	8,72,57	10,98,95	2,85,22,54	4,16,00,56	
61,55	..	..	..	61,55	61,55	
13,27,76	3,63,01	1,45,53	16,37	18,53,57	18,53,57	
17,64	..	1,47	18	19,29	19,29	
24,97	..	2,51	17	27,65	27,65	
10,15	..	72	1,57	12,44	12,44	
39,99,80	24,52,62	2,72,39	1,23,10	68,47,91	68,47,91	
16,14	..	1,17	..	17,31	17,31	
29	..	9	83	1,21	1,21	
31,99,89	12,02,91	1,53,73	1,42,51	46,99,04	68,82,58	
15,24,91	4,60,51	1,34,69	48,63	21,68,74	21,68,74	
1,92,59	74,00	16,42	..	2,83,01	2,83,01	
1,42,27	11,80	17,44	..	1,71,51	1,71,51	
2,86,44	..	34,26	27	3,20,97	3,20,97	
1,08,04,40	45,65,75	7,80,42	3,33,63	1,64,84,20	1,86,67,74	

2 (a).—*Statement of Capital at Charge of State-owned Railways*

Railways.	Liabilities incurred in the purchase of Railway. (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines Brought forward	..	21,83,54	4,69,78	1,15,13	28,32	—77,31	5,35,92
Jodhpur	..	..	5,20	..	..	39	5,59
Lucknow-Bareilly (R. & K.)	..	..	..	63	..	—1,39	—76
Madras and Southern Mahratta including Dhone-Kurnool	..	19,66,21	1,46,03	12,76	5,74	—10,35	1,54,18
South Indian	..	8,58,93	2,32,21	18,46	14,41	5,51	2,70,59
Coconor-Cotacamund (S. I.)	..	..	16	..	..	..	16
Travancore (British Section) (S. I.)	..	..	—73	..	2	..	—71
Travancore (Indian State Section) (S. I.)	..	..	28	86	..	..	1,14
South Bihar (E. I.)	..	..	—	..	..	..	..
Tirhoot (B. & N. W.)	..	..	3,88	10,78	..	—13,41	1,25
Total II	..	50,08,68	8,56,81	1,58,62	48,49	—96,56	9,67,36
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
State Railway Stores	..	..	..	..	(b) 20,85	40	21,25
Total III	..	..	..	..	20,85	40	21,25
Total Central I—III	—1,31	1,80,86,70	22,70,70	4,13,11	1,09,39	—79,08	27,14,12
IV.—Provincial.							
Assam (Jorhat)	..	..	1	4	..	—29	—24
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Burma Provincial	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	1	4	..	—29	—24
Grand Total I—IV	—1,31	1,80,86,70	22,70,71	4,13,15	1,09,39	—79,37	27,13,88

on the 31st March 1927 (In thousands of rupees)—concld.

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	REMARKS.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,08,04,40	45,65,75	7,80,42	3,33,63	1,64,84,20	1,86,67,74	
59,75	34	3,08	54	63,68	63,68	
1,04,52	35,57	5,26	10,34	1,55,69	1,55,69	
23,28,52	7,91,68	1,10,16	84,57	33,14,93	52,81,14	
..	..	..	..	..	..	
11,91,15	5,72,26	87,53	1,22,17	19,73,11	28,32,04	
29,93	18,30	3,06	..	51,29	51,29	
39,81	6,00	4,77	..	50,58	50,58	
1,00,65	25,09	11,96	..	1,37,70	1,37,70	
59,74	..	7,85	..	67,59	67,59	
6,16,75	2,00,95	50,71	21,45	8,89,86	8,89,86	
1,53,35,22	62,15,94	10,64,80	5,72,67	2,31,88,63	2,31,97,31	
32,26	..	..	..	32,26	(a) 32,26	(a) Distribution over minor heads is not available.
2,35,52	..	20,85	45	2,56,82	2,56,82	(b) Represents investment in share of Branch Line companies.
2,67,78	..	20,85	45	2,89,08	2,89,08	
3,36,22,97	1,47,46,99	19,58,22	16,72,07	5,20,00,25	7,00,86,95	
7,43	4,68	41	74	13,26	13,26	
1,72	..	..	..	1,72	1,72	
5,00	..	..	..	5,00	5,00	
14,15	4,68	41	74	19,98	19,98	
3,36,37,12	1,47,51,67	19,58,63	16,72,81	5,20,20,23	7,01,06,93	

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	11	8	1	—6	14
Bankura-Damodar River	,,	53	5	..	16	74
Burdwan-Katwa	,,	8	3	..	3	14
Futwah-Islampur	,,	16	24	..	—10	30
Kalighat-Falta	,,	90	..	..	42	1,32
TOTAL 1-(A)	..	1,78	40	1	45	2,64
(B) Worked by the						
OPEN LINES.						
Hardwar-Dehra (E. I.)	5′ 6″	7	..	..	..	7
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	10	..	..	..	10
Katakhal Lalabazar (A. B.)	3′ 3⅜″	1	..	—3	..	—2
Dasghara-Jamalpurgunj (Bengal Provincial)	2′ 6″	5	..	..	..	5
TOTAL 1-(B).	..	23	..	—3	..	20
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Amritsar-Patti (N. W.)	5′ 6″	16	..	..	..	16
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	,,	18	..	..	..	18
Phagwara-Rahon (N. W.)	,,	72	..	..	..	72
Mandra-Bhaun (N. W.)	,,	3	..	..	..	3
Sara-Sirajganj (E. B.)	,,	1,01	..	..	..	1,01
Sialkot-Narowal (N. W.)	,,	60	..	..	..	60
Southern Punjab (N. W.)—						
Main line	,,	41	..	..	..	41
Jullundur Doab (N. W.)	,,	76	..	..	..	76
Ludhiana Extension (N. W.)	,,	77	..	..	..	77
Sutlej Valley (N. W.)	,,	4	..	..	..	4
Tapti Valley (B., B. & C. I.)	,,	50	..	1	..	51
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3⅜″	7	..	..	..	7
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	1	1	—1	..	1
Dhond-Baramati (G. I. P.)	,,	1	47	..	..	48
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	,,	55	1,23	..	..	1,78
Godhra-Lunavada (B., B. & C. I.)	,,	5	..	..	..	5
Jacobabad-Kashmor (N. W.)	,,	1		..	..	1
Khulna Bagerhat (E. B.)	,,	8	..	..	..	8
Larkana-Jacobabad (N. W.)	,,	..	..	..	..	..
Mayurbhanj (B. N.)	,,	..	..	..	..	..
Nadiad Kapadvanj (B., B. & C. I.)	,,	1	2	..	..	3
Pachora-Jamner (G. I. P.)	,,	..	89	..	..	89
Darjeeling-Himalayan Extensions	2′ 0″	27	16	..	..	43
TOTAL (2)	..	6,24	2,78	..	..	9,02

the end of the year 1926-27 of other than State-owned Railways (In thousands).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					
16,03	2,13	1,85	2	20,03	
28,62	4,50	3,66	43	37,21	
13,78	2,90	1,63	42	18,73	
15,38	2,44	1,32	7	19,21	
14,45	5,92	1,62	86	22,85	
88,26	17,89	10,08	1,80	1,18,03*	*Exoludes Rs. 30,67,000 being the capital outlay to the end of 1925-26 of Arakan Lt. Ry. which has been closed for all kinds of traffic from 1st June 1926.
Main Line.					
28,70	..	4,41	..	33,11	
29,07	..	1,72	..	30,79	
14,61	..	1,39	..	16,00†	†Includes Rs. 1,13,000 direct outlay by the Managing Agents.
2,02	1,16	19	2	3,39	
74,40	1,16	7,71	2	83,29	
TERMS WORKED BY THE MAIN LINE.					
33,83	..	1,32	..	35,15	
32,75	..	1,94	..	34,69	
25,79	..	1,71	..	27,50	
23,31	..	78	..	24,09	
84,71	..	5,81	..	90,52	
28,19	..	63	..	28,82	
2,80,19	..	15,74	..	2,95,93	
1,28,42	..	7,30	..	1,35,72	
94,55	..	4,68	..	99,23	
1,45,01	..	8,14	..	1,53,15	
1,25,11	..	10,60	..	1,35,71	
33,82	3	3,76	..	37,61	
11,17	6,42	3,39	..	20,98	
8,20	2,24	1,85	..	12,29	
57,63	15,88	15,10	..	88,61	
8,73	1,80	3,38	..	13,91	
18,19	5,26	92	..	24,37	
6,58	1,24	79	..	8,61	
20,14	6,73	3,78	..	30,65	
24,12	58	..	..	24,70	
8,83	4,72	2,68	..	16,23	
12,03	2,06	3,77	..	17,86	
41,19	6,10	9,54	..	56,83	
12,52,49	53,06	1,07,61	..	14,13,16	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs	Rs.
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Open Lines.						
Jamnagar and Dwarka	3′ 3⅜″	1,27	2	..	..	1,29
Mymensingh-Bhairab Bazar (A. B.)	,,	81	..	..	..	81
Total (3)	..	2,08	2	..	..	2,10
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North-Western*	3′ 3⅜″	4,05	8,34	52	—2,78	10,13
Bengal Dooars Extensions*	,,	85	..	..	93	1,78
Mirpur Khas-Jhudo* (Jodhpur)	,,	46	..	..	..	46
Mirpur Khas-Khadro* (Jodhpur)	,,	13	..	..	..	13
Rohilkund and Kumaon	,,	97	24	..	6	1,27
Barsi Light*	2′ 6″	1,01	1,87	1	97	3,86
Dehri-Rohtas Light	,,	8	33	..	—52	—11
Shahdara (Delhi)-Saharanpur Light*	,,	2	22	..	—32	—8
Total	..	7,57	11,00	53	—1,66	17,44
Lines under Construction.						
Pandharpur Miraj Extension (Barsi Light)	2′ 6″	16,84	9,59	70	—1,76	25,37
Akbarpur Extension (Dehri-Rohtas Light)	,,	76	..	3	..	79
Total (4)	..	25,17	10,59	1,26	—3,42	43,60
5. COMPANIES' LINES SUBSIDIZED						
Open Lines						
Dibru-Sadiya	3′ 3⅜″	1,46	..	..	..	1,46
Darjeeling-Himalayan	2′ 0″	49	7	..	—1,00	—44
Total (5)	..	1,95	7	..	—1,00	1,02
6. UNASSISTED						
Open Lines.						
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya)	3′ 3⅜″	..	..	..	..	..
Bengal Provincial	2′ 6″	1	..	..	—1	..
Jagadhri Light	2′ 0″	..	..	..	..	..
Kulasekarapatnam Light	,,	3	3	..	..	6
Trivellore Light	,,	..	..	..	..	..
Total (6)	..	4	3	..	—1	3

the end of the year 1926-27 of other than State-owned Railways (*In thousands*)—contd.

Total capital outlay to the end of the year.					Remarks.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					
59,68	3,37	2,56	2,00	67,61	
1,10,72	..	7,00	14	1,17,86	
1,70,40	3,37	9,56	2,14	1,85,47	
GOVERNMENT OF INDIA.					
					*Receives land only from Government.
†7,83,23	2,48,43	82,36	7,53	11,21,55	†Includes Rs. 4,000 on account of survey.
90,07	13,86	7,81	4,08	1,15,82	
8,27	..	58	..	8,85	
7,95	..	58	..	8,53	
1,27,31	48,97	11,96	6	1,88,30	
65,16	23,26	5,01	3,67	97,10	
5,55	3,35	36	42	10,18	
31,32	13,67	3,79	1,07	49,85	
11,18,86	3,52,04	1,12,45	16,83	16,00,18‡	‡Excludes Rs. 2,00,92,000 being the capital outlay to the end of 1925-26 of D. U. K. Ry. which has been included with N. W. Ry.
25,40	9,59	2,08	15,43	52,55	
1,69	..	5	..	1,74	
11,45,95	3,61,63	1,14,58	32,31	16,54,47	
BY LOCAL GOVERNMENTS.					
69,05	52,14	18,18	1,50	1,40,87	
32,16	11,10	2,78	3,61	49,65	
1,01,21	63,24	20,96	5,11	1,90,52	
COMPANIES' LINES.					
16,94	Details not available.			16,94	
8,77	2,76	1	36	11,90	
62	40	12	..	1,14	
4,16	2,90	67	...	7,73	
39	67	10	...	1,16	
30,88	6,73	90	36	38,87	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**7. DISTRICT**
Suramangalam-Salem (S. I.)	5′ 6″	3	..	..	..	3
Tenali-Repalle (M. & S. M.)	,,	12	..	..	..	12
Bezwada-Masulipatam (M. & S. M.)	3′ 3¾″	25	..	..	..	25
Podanur-Pollachi (S. I.)	,,	—2	45	..	..	43
Tanjore District Board (S. I.)	,,	55	..	..	..	55
Tinnevelly-Tiruchendur (S. I.)	,,	52	..	..	—9	43
Total (7)	..	1,45	45	..	—9	1,81
Open Lines						**8. COMPANIES' LINES SUBSIDIZED BY**
Bengal Dooars	3′ 3¾″	22	4	..	..	26
Arrah-Sasaram Light	2′ 6″	1	..	..	—5	—4
Baraset-Basirhat Light	,,	4	2	3	—2	7
Bukhtiarpur-Bihar Light	,,	4	13	..	—6	11
Jessore-Jhenidah	,,	2	19	..	..	21
Tezpur-Balipara Light	,,	..	..	..	..	..
Howrah-Amta Light	2′ 0″	29	10	7	20	66
Howrah-Sheakhala Light	,,	1	..	..	10	11
Total (8)	..	63	48	10	17	1,38

the end of the year 1926-27 of other than State-owned Railways (*In thousands*)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					
5,04	...	23	...	5,27	
14,32	...	1,14	...	15,46	
21,71	...	1,59	...	23,30	
8,94	6,95	1,28	..	17,17	
61,85	...	6,75	...	68,60	
23,12	...	2,23	..	25,35	
1,34,98	6,95	13,22	..	1,55,15	
DISTRICT BOARDS.					
26,26	6,05	3,53	..	35,84	
18,66	4,49	11	16	23,42	
18,58	5,20	32	17	24,27	
10,48	4,17	...	13	14,78	
10,86	3,11	74	3	14,74	
3,20	1,60	7	..	4,87	
16,45	9,95	88	2,47	29,75	
4,78	2,50	12	80	8,20	
1,09,27	37,07	5,77	3,76	1,55,87	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries.)	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
OPEN LINES.						
Bhavnagar Statt	3′ 3⅜″	1,20	3,68	..	—46	4,42
Bikaner	,,	7,05	1,80	8	5,15	14,08
Gondal	,,	22	1,41	..	—55	1,08
Jetalsar-Rajkot (Gondal)	,,	35	..	7	59	1,01
Jodhpur	,,	10,40	12,12	2	—7,03	15,51
Junagad State	,,	80	26	..	68	1,74
Khijadiya-Dhari (Gondal)	,,	..	..	..	..	..
Morvi	,,	3,31	1,72	11	38	5,52
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug and Nanjangud Chamarajanagar Sections).	,,	1,91	39	27	—56	2,01
Porbandar State	,,	10	12	..	2	24
Udaipur-Chitorgarh	,,	7	31	..	—22	16
Bodeli-Chota Udaipur (Gaekwar's Baroda State)	2′ 6″	..	..	...	..	..
Cutch State	,,	...	..	...	..	...
Dholpur-Bari (including Mohari-Baraoli)*	,,	14	16	...	..	30
Gaekwar's Baroda State	,,	4,52	5,70	78	—1,05	9,95
Kolar District	,,	7	52	...	..	59
Gwalior Light	2′ 0″	2,43	...	..	.	2,43
Pipar Bilara Light (Jodhpur)	,,	..	...	..	..	..
Tarakere-Narasimharajapura Light	,,	16	8	...	..	24
TOTAL	..	32,73	28,27	1,33	—3,05	59,28
LINES UNDER CONSTRUCTION.						
Hanumangarh to Sisla (Bikaner State)	3′ 3⅜″	15,49	—93	24	—5	14,75
Shimoga to Arasalu (Mysore)	,,	22	..	4	..	26
Marwar Junction to Jujajwar (Jodhpur)	,,	68	..	1	...	69
Prachi Road to Jamwala (Junagad State)	,,	..	..	4	..	4
Rajula Road-Rajula (Bhavnagar State)	,,	1,01	..	3	..	1,04
Anjar to Bachau (Cutch State)	2′ 6″	..	..	...	..	..
Dholpur to Rajakhera (Dholpur-Bari)	,,	—1	..	..	...	—1
Mahuva to Anaval (Gaekwar's Baroda State)	,,	..	...	...	...	..
Jarya Waghai (Gaekwar's Baroda State)	,,	22	...	2	..	24
Bilimora Bunder Siding (Gaekwar's Baroda State)	,,	15	..	..	..	15
Zankhvav to Umarpada (Gaekwar's Baroda State)	,,	48	..	4	..	52
Navsari to Kamrej (Gaekwar's Baroda State)	,,	..	..	..	..	..
TOTAL	..	18,24	—93	42	—5	17,68
TOTAL (9)	..	50,97	27,34	1,75	—3,10	76,96

end of the year 1926-27 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
1,44,68	36,56	7,15	3,23	1,91,62	
1,33,35	75,80	1,93	10,51	2,21,59	
48,16	22,13	2,47	4,58	77,34	
20,66	..	90	48	22,04	
1,81,01	1,50,77	1,81	14,59	3,48,18	
74,36	23,57	2,91	7,65	1,08,49	
18,35	..	1,65	5	20,05	
44,95	26,52	1,76	81	74,04	
1,79,46	55,55	16,82	8,31	2,60,14	
11,83	9,76	70	1,71	24,00	
17,77	6,30	1,11	1,05	26,23	*
9,16	...	1,17	...	10,33	
8,18	1,45	1,37	...	11,00	
10,11	4,27	49	...	14,87	
1,90,83	42,96	19,10	11,82	2,64,71	
14,24	9,61	1,50	17	25,52	
80,32	10,02	4,55	...	94,89	
2,37	52	4	..	2,93	
8,60	1,82	76	—2	11,16	
11,98,39	4,77,61	68,19	64,94	18,09,13	
66,40	..	1,72	..	68,12	
2,95	1	88	...	3,84	
9,51	..	31	...	9,82	
3,15	..	32	...	3,47	
1,01	...	3	..	1,04	
75	29	—	...	1,04	
95	...	7	...	1,02	
8	..	...	...	8	
22	...	2	..	24	
15	...	..	.	15	
55	..	4	..	59	
3	..	..	..	3	
85,75	30	3,39	..	89,44	
12,84,14	4,77,91	71,58	64,94	18,98,57	

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barsuli section.

2 (b).—*Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**10. INDIAN STATE LINES**
Kazipet Balharshah (N. G. S.)	5′ 6″	10,79	71	1,09	..	12,59
Bhopal-Itarsi* (G. I. P.)	,,	..	..	..	..	..
Bhopal Ujjain (G. I. P.)	,,	10	..	..	..	10
Bina-Goona-Baran (G. I. P.)	,,	—5	..	..	..	—5
Jammu and Kashmir (Indian State section) (N. W.)	,,	4	..	..	..	4
Jind-Panipat (Indian State section) (N. W.)	,,	—20	..	19	1	..
Karepalli-Kothagudam (N. G. S.)	,,	35	..	..	21	56
Khanpur-Chachran (N. W.)	,,	4	..	..	..	4
Ludhiana-Dhuri-Jakhal (N. W.)	,,	89	..	..	..	89
Nagda-Ujjain (B., B. & C. I.)	,,	..	..	..	..	..
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.)	,,	3	..	..	..	3
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	,,	..	..	..	..	..
Rajpura-Bhatinda (N. W.)	,,	12	..	..	..	12
Bangalore-Haribar (M. & S. M.)	3′ 3⅜″	39	1,63	—10	—56	1,36
Cooch Behar State (E. B.)	,,	18	..	..	..	18
Dhrangadra (B., B. & C. I.)	,,	..	..	2	..	2
Gaekwar's Mehsana (B., B. & C. I.)	,,	74	..	—1	..	73
Hindupur (Yesvantpur-Mysore Frontier) (M.&S.M.)	,,	15	..	..	..	15
Hingoli Branch (N. G. S.)	,,	..	..	..	..	..
Jaipur State (B., B. & C. I.)	,,	1	..	1	..	2
Kolhapur State (M. & S. M.)	,,	1	..	..	..	1
Okhamandal (Jamnagar and Dwarka)	,,	—2	40	11	..	49
Palanpur-Deesa† (B., B. & C. I.)	,,	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	—1	..	..	—1	—2
Rajkot-Jamnagar (Jamnagar and Dwarka)	,,	46	33	..	..	79
Sangli State (M. & S. M.)	,,	..	..	—1	..	—1
Secunderabad-Gadwal (N. G. S.)	,,	1,14	14	12	8	1,48
Shoranur-Cochin (S. I.)	,,	28	11	..	—14	25
Jhagadia Thawa (B., B. & C. I.)	2′ 6″	36	8	9	..	53
Parlakimedi Light (B. N.)	,,	..	..	..	..	..
Rajpipla State (B., B. & C. I.)	,,	12	4	2	..	18
Total	..	15,92	3,44	1,53	—41	20,48
Lines under construction.						
Balharshah to Ramgundam (N. G. S.)	5′ 6″	16,41	..	1,65	26,24	44,30
Wagrod to Khareda (B., B. & C. I.)	3′ 3⅜″	..	..	..	..	..
Gadwal to Allumpur Road (N. G. S.)	,,	..	..	—13	5	—8
Trichinopoly to Pudukkottai (S. I.)	,,	..	..	..	..	..
Vijapur-Ambliasan (B., B. & C. I.)	,,	9	..	1	..	10
Total	..	16,50	..	1,53	26,29	44,32
Total (10)	..	32,42	3,44	3,06	25,88	64,80

end of the year 1926-27 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					
42,13	6,04	5,42	..	53,59	
50,00	..	..	..	50,00	*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.
72,79	..	6,96	..	79,75	
93,39	18	8,24	..	1,01,81	
10,44	..	60	..	11,04	
15,57	..	1,73	..	17,30	
13,82	..	1,23	—6	14,99	
13,32	..	88	..	14,20	
45,32	..	2,29	..	47,61	
20,85	..	1,71	..	22,56	
13,14	..	77	10	14,01	
8,86	..	30	..	9,16	
74,81	..	2,69	..	77,50	
1,11,12	37,98	5,52	3,04	1,57,66	
19,25	1,03	94	..	21,22	
14,27	4	65	..	14,96	
95,35	65	7,85	..	1,03,85	
24,23	..	1,44	..	25,67	
26,54	1,28	3,03	..	30,85	
72,45	..	3,40	1,01	76,86	
22,23	..	1,21	..	23,44	
23,51	9,48	2,01	1,00	36,00	
1,85	..	..	..	1,85†	†This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.
43,47	5,72	4,25	..	53,44	
22,82	7,33	95	2,00	33,10	
1,88	..	9	..	1,97	
1,01,27	15,45	12,97	—3	1,29,66	
52,01	18,27	4,70	59	75,57	
4,65‡	44	36	..	5,45	‡ Includes Rs. 10,710 capital outlay incurred by the B. B. and C. I. Ry.
5,27	1,78	63	..	7,68	
14,33	2,71	1,14	..	18,18	
11,30,94	1,08,38	83,96	7,65	13,30,93	
64,07	..	8,25	31,32	1,03,64	
2	..	..	..	2	
97	..	3	11	1,11	
12	..	..	..	12	
9	..	1	..	10	
65,27	..	8,29	31,43	1,04,99	
11,96,21	1,08,38	92,25	39,08	14,35,92	

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the end

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
Open Lines.						
Nizam's Guaranteed State	5′ 6″	63	17	..	—3,55	—2,75
Hyderabad-Godavari Valley	3′ 3⅜″	36	4	..	90	1,30
Bangalore-Chik Ballapur Light	2′ 6″	10	26	..	—4	32
Total (11)	..	1,09	47	..	—2,69	—1,13
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	..	..	..	..	..
Pendicherry (S. I.)	,,	..	..	..	..	..
West of India Portuguese (M. & S. M.)	..	..	..	..	..	..
Total (12)	..	..	..	..	..	..
Total (1) to (12)	..	1,24,05	56,07	6,15	16,19	2,02,46
Miscellaneous	...	3,04	13	..	17	3.34
Grand Total	..	1,27,09	56.20	6,15	16,36	2,05,80

of the year 1926-27 of other than State-owned Railways (In thousands)—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
4,52,38	1,22,68	9,91	17,18	6,02,15	
2,77,47	64,79	18,69	11,17	3,72,12	
8,41	5,01	1,77	2	15,21	
7,38,26	1,92,48	30,37	28,37	9,89,48	
BY BRITISH INDIAN RAILWAY COMPANIES.					
6,09	..	1,15	..	7,24	
5,36	..	36	..	5,72	
2,01,73	..	..	..	2,01,73	
2,13,18	..	1,51	..	2,14,69	
65,39,63	13,29,87	4,86,16	1,77,89	85,33,49	
22,84	2,03	2,01,09	28	*2,26,24	
65,62,47	13,31,90	6,87,19	1,78,17	87,59,73	

*Made up of—

(1) Interest charges during construction of the Assam-Bengal Railway debited to capital	75,70,000
(2) State outlay on the Patri branch charged against the Civil Works grant	8,08,000
(3) Expenditure in England on the South Bihar Railway	52,18,000
(4) Outlay by Forest Department on the Alnavar Dandeli Railway	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	81,41,000
	2,26,24,000

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway.	Gross Revenue Receipts.					
	Earnings.	Suspense.	Total.	Deduct.		Gross Receipts.
				Refunds.	Non-budget Lines.	
1	2	3	4	5	6	7
CENTRAL.						
Commercial.						
STATE LINES WORKED BY THE STATE.						
Adsn	1,42	2	1,44	..	..	1,44
East Indian	19,85,28	5,05	19,90,33	4,50	*8,32*	19,77,51
Eastern Bengal	7,04,08	—4,61	6,99,47	3,61	*18,74*	6,77,12
North Western	18,05,72	—11,94	17,93,78	11,09	*2,11,99*	15,70,70
Great Indian Peninsula	15,14,40	5,62	15,20,02	5,53	*34,28*	14,80,21
Total	60,10,90	—5,86	60,05,04	24,73	*2,73,33*	57,06,98
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	1,97,40	—1,10	1,96,30	72	*19,30*	1,76,28
Bengal-Nagpur	8,32,74	—9,00	8,23,74	1,19	*26*	8,22,29
Bezwada Extension (N. G. S.)	7,57	..	7,57	..	..	7,57
Bombay, Baroda and Central India	12,12,67	5,54	12,18,21	4,21	*78,65*	11,35,35
Burma Railways (including extensions).	4,63,69	27	4,63,96	1,27	..	4,62,69
Jodhpur-Hyderabad (British Section) Jodhpur.	25,38	16	25,54	11	*4,61*	20,82
Lucknow-Bareilly R. & K.	66,37	—67	65,70	12	*28,47*	37,11
Madras and Southern Mahratta including Mysore State and Dhone-Kurnool.	8,47,49	1,19	8,48,68	1,54	*34,59*	8,12,55
South Indian	5,69,91	1,36	5,71,27	76	*42,96*	5,27,55
Travancore (S. I.)	21,44	..	21,44	2	..	21,42
Tirhoot (B. & N. W.)	3,66,07	2,32	3,68,39	35	*1,94,61*	1,73,43
Contribution to Depreciation Fund on account of Company-worked Lines.	..	..	..	..	..	..
TOTAL	46,10,73	7	46,10,80	10,29	*4,03,45*	41,97,06
TOTAL CENTRAL	1,06,21,63	—5,79	1,06,15,84	35,02	*6,76,78*	99,04,04
Provincial.						
Assam (Jorhat)	2,10	—2	2,08	..	..	2,08
Burma	54	..	54	..	..	54
GRAND TOTAL	1,06,24,27	—5,81	1,06,18,46	35,02	*6,76,78*	99,06,66

Revenue Receipts of State-owned Railways for the year 1926-27 (In thousands of rupees).

Working Expenses.								Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings.
Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.	Suspense.	Total.	Deduct: Expenditure met from Depreciation Fund.	Deduct: Non-budget Lines.	Net Working Expenses.		
8	9	10	11	12	13	14	15	16	17
42	1	36	1	80	1	..	79	65	29·57
10,16,04	1,66,42	1,99,27	—8,78	13,72,95	*1,66,42*	*4,16*	12,02,37	7,75,14	51·29
3,80,24	52,25	77,28	—3,10	5,06,67	*52,25*	*9,03*	4,45,39	2,31,73	54·28
10,39,47	1,99,14	2,10,48	+3,59	14,52,68	*1,93,37*	*1,08,91*	11,50,40	(a) 4,20,30	57·92
9,14,68	1,02,09	1,51,56	—3,60	11,64,73	*1,02,09*	*20,24*	10,42,40	4,37,81	60·62
33,50,85	5,19,91	6,38,95	—11,88	44,97,83	*5,14,14*	*1,42,34*	38,41,35	18,65,63	55·97
98,73	6,83	..	1	1,05,57	..	*9,65*	95,92	80,36	50·20
4,53,61	28,08	..	—6,42	4,75,27	..	*1,06*	4,74,21	3,48,98	54·47
3,37	82	..	..	4,19	..	..	4,19	3,38	44·52
6,59,06	99,59	..	51	7,59,16	..	*45,06*	7,14,10	4,21,25	54·53
2,42,32	40,67	..	—48	2,82,51	..	..	2,82,51	1,80,18	52·40
17,03	3,43	..	76	21,22	..	*1,61*	19,61	1,21	67·39
31,43	1,19	..	1,13	33,75	..	*14,09*	19,66	17,45	47·44
4,15,26	59,53	..	—1,40	4,73,39	..	*18,79*	4,54,60	3,57,95	49·00
2,70,73	37,36	..	—99	3,07,10	..	*25,08*	2,82,02	2,45,53	47·57
10,35	1,47	..	..	11,82	..	..	11,82	9,60	48·32
1,30,80	11,54	..	4,02	1,46,36	..	*74,79*	71,57	1,01,86	35·76
..	..	4,49,64	..	4,49,64	*2,90,51*	..	1,59,13	—1,59,13	..
23,32,69	2,90,51	4,49,64	—2,86	30,69,98	*2,90,51*	*1,90,13*	25,89,34	16,07,72	50·60
56,83,54	8,10,42	10,88,59	—14,74	75,67,81	*8,04,65*	*3,32,47*	64,30,69	34,73,35	53·50
1,85	11	..	2	1,98	..	..	1,98	10	88·10
54	2	..	..	56	..	..	56	—2	100·00
56,85,93	8,10,55	10,88,59	—14,72	75,70,35	*8,04,65*	*3,32,47*	64,33,23	34,73,43	53·58

	Receipts.	Working expenses.	Net Receipts.
(a) N. W. Railway, Commercial	14,18,70	9,35,13	4,83,57
N. W. Railway, Military ..	1,52,00	2,15,27	—63,27
Total ..	15,70,70	11,50,40	4,20,30

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1926-27.*

[Columns 7 to 10 in thousands of rupees.]

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total. Columns 2 and 5.	Converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total.
		On share capital.	On Debentures and Debenture Stock.	Total.					
1	2	3	4	5	6	7	8	9	10
State Lines worked by the State.	£	£	£	£	£				
Aden (Strategic)	..	..	..	..	..	..	68	..	68
Delhi (New Capital) Railway Works Scheme.	..	..	..	..	..	..	4,32	..	4,32
Central Indian Coal-fields	..	..	..	..	..	..	8,97	..	8,97
Eastern Bengal	123,843	..	..	..	123,843	16,63	1,44,88	..	1,61,51
East Indian	2,056,613	..	..	..	2,056,613	2,76,02	2,18,99	1,92	4,96,93
North Western (Commercial)	350,711	..	..	..	350,711	46,92	2,64,62	..	3,11,54
North Western (Military)—									
Main Line	..	..	..	..	..	..	1,33,29	..	1,33,29
Khyber	..	..	..	..	..	..	14,82	..	14,82
Great Indian Peninsula	983,547	..	..	..	983,547	1,31,52	2,34,89	..	3,66,41
A. O. Ry. Collieries	..	..	..	..	..	..	3,95	..	3,95
Total	3,514,714	..	..	..	3,514,714	4,71,09	10,29,41	1,92	15,02,42
State Lines worked by Companies or by Indian States.									
Assam-Bengal	..	45,000	31,486	76,486	76,486	10,23	61,73	..	71,96
Bengal-Nagpur	..	105,000	238,002	343,002	343,002	45,89	2,49,22	..	2,95,11
Bezwada Extension (N.G.S.)	..	..	..	..	..	..	67	..	67
Dhond-Kurnool Extension (N. G. S.)	..	..	..	..	..	..	3	..	3
Bombay, Baroda and Central India (including Dholka Dhanduka Jumbusar Kavi and Samni Dehaj).	385,084	60,000	34,999	94,999	480,083	64,34	1,69,63	7,50	2,41,47
Burma Railways (including Extensions).	..	75,000	37,500	112,500	112,500	15,07	88,74	..	1,03,81
Jodhpur-Hyderabad (British Section). (Jodhpur)	..	..	..	..	..	..	2,37	..	2,37
Lucknow-Bareilly(R. & K.)	..	..	(a)24,506	24,506	24,506	3,06	5,95	..	9,01
Madras and Southern Mahratta	362,194	175,000	167,290	342,290	704,484	94,52	1,01,38	..	1,95,90
South Indian	146,635	35,000	108,515	143,515	290,150	38,83	73,61	..	1,12,44
Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	1,88	..	1,88
Travancore (British Section). (S. I.) / Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,49	..	1,49
Tinnevelly-Tiruchendur (S. I.)	..	..	..	..	..	..	—13	..	—13
Tirhoot (B. & N. W.)	..	..	36,275	36,275	36,275	4,88	26,52	..	31,40
South Bihar (E. I.)	..	..	..	..	..	..	2,25	..	2,25
Total	893,913	495,000	678,573	1,173,573	2,067,486	2,76,8	7,85,34	7,50	10,69,66
Miscellaneous Items.									
Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
Other miscellaneous items	..	..	..	..	..	..	12,39	..	12,39
Provincial Railways.									
Assam (Jorhat)	..	..	..	..	..	..	49	..	49
United Provinces (Distillery Siding).	..	..	..	..	..	..	10	..	10
Burma Provincial	..	..	..	..	..	..	28	..	28
Grand Total	4,408,627	495,000	678,573	1,173,573	5,582,200	7,47,91	18,29,58	9,42	25,86,91

(a) Represents interest on the State share of joint debenture stock.

5—*Statement of* $\frac{\text{Capital at Charge,*}}{\text{Capital outlay, †}}$ *Revenue Earnings and Expenses for the years 1925-26 and 1926-27 (In thousands of rupees).*

Railway System.	Gauge.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‖ Gross earnings.	‖ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal	3′ 3⅜″	*1925-26*	*20,89,64* (a)	*1,81,39*	*99,03*	*82,36*	*54·59*	*3·94*	
		1926-27	22,14,85	1,96,68	1,05,56	91,12	53·67	4·11	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
Bengal and North-Western	3′ 3⅜″	*1925-26*	*20,00,03*	*3,48,51*	*1,43,48*	*2,05,03*	*41·17*	*10·25*	
		1926-27	20,11,41	3,64,55	1,40,94	2,23,61	38·66	11·12	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1925-26*	*66,91,23*	*8,44,37*	*5,27,00*	*3,17,37*	*62·41*	*4·74*	
		1926-27	68,80,29	8,34,38	4,81,93	3,52,45	57·76	5·12	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1925-26*	*71,95,33* (b)	*13,17,89*	*8,07,41*	*5,10,48*	*61·26*	*7·09*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1926-27	73,82,10	12,15,71	7,64,00	4,51,71	62·84	6·12	
Burma	3′ 3⅜″ and 2′ 6″	*1925-26*	*28,28,14*	*4,95,53*	*2,76,78*	*2,18,75*	*55·86*	*7·73*	
		1926-27	29,49,23	4,62,96	2,83,55	1,79,41	61·25	6·08	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1925-26*	*45,33,35*	*6,49,48*	*4,70,95*	*1,78,53*	*72·51*	*3·89*	
		1926-27	46,26,88	7,00,42	4,57,49	2,42,93	65·32	5·25	
East Indian	5′ 6″	*1925-26*	*1,30,63,97* (c)	*20,08,54*	*12,15,21*	*7,93,33*	*60·50*	*6·07*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1926-27	1,36,26,98	19,80,78	12,11,14	7,69,64	61·14	5·65	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1925-26*	*1,11,33,19*	*15,33,09*	*11,01,76*	*4,31,33*	*71·86*	*3·86*	
		1926-27	1,13,19,57	15,25,18	10,73,77	4,51,41	70·40	3·99	
Jodhpur	3′ 3⅜″	*1925-26*	*4,07,55*	*92,31*	*65,04*	*27,27*	*70·46*	*6·69*	
		1926-27	4,39,06	88,45	56,68	31,77	64·08	7·24	
	2′ 0″	*1925-26*	*2,93*	*49*	*27*	*22*	*56·00*	*7·36*	
		1926-27	2,93	53	29	24	53·87	8·28	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1925-26*	*55,33,18*	*§8,50,17*	*§4,33,10*	*§3,67,07*	*56·82*	*6·57*	
		1926-27	57,39,24	§8,49,74	§4,67,11	§3,82,63	54·90	6·67	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures of total capital at charge in column 4 are for the system as a whole, *i.e.*, State-owned portion *plus* other than State owned portion.

‖ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§ Include Harbour receipts and expenditure.

5—*Statement of* $\frac{\text{Capital at Charge,*}}{\text{Capital outlay,†}}$ *Revenue Earnings and Expenses for the years 1925-26 and 1926-27 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—*concld.*									
Nizam's Guaranteed State	5′ 6″	*1925-26*	*6,63,01*	*1,17,79*	*54,16*	*63,63*	*45·98*	*9·60*	
		1926-27	7,91,68	1,13,86	41,76	72,10	36·68	9·11	
	3′ 3⅜″	*1925-26*	*5,29,85*	*82,04*	*40,24*	*41,80*	*49·05*	*7·89*	
		1926-27	5,34,95	87,89	40,04	47,85	45·56	8·94	
North Western (Commercial).	5′ 6″ and 2′ 6″	*1925-26*	*96,61,63*	*16,29,76*	*10,33,09*	*5,96,67*	*63·39*	*6·18*	
		1926-27	1,03,73,88	16,43,45	10,65,53	5,77,92	64·83	5·57	
North Western (Military)	5′ 6″, 2′ 6″ and 2′ 0″	*1925-26*	*31,03,72*	*1,64,07*	*1,79,93*	*—15,86*	*109·67*	...	
		1926-27	31,54,35	1,51,18	1,85,84	—34,66	122·93	...	
Total North Western	..	*1925-26*	*1,27,65,35*	*17,93,83*	*12,13,02*	*5,80,81*	*67·62*	*4·55*	
		1926-27	1,35,28,23	17,94,63	12,51,37	5,43,26	69·73	4·02	
Rohilkund and Kumaon	3′ 3⅜″	*1925-26*	*3,43,48*	*67,94*	*34,09*	*33,85*	*50·18*	*9·85*	
		1926-27	(*a*)4,25,40	66,14	32,61	33,53	49·31	7·88	(*a*) Includes Rs. 81,41,000 being the outlay from Joint Debenture Stock on Lucknow-Bareilly Railway.
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1925-26*	*30,57,12*	*5,84,98*	*3,41,04*	*2,43,94*	*58·30*	*7·98*	
		1926-27	33,30,09	5,90,52	3,19,91	2,70,61	54·17	8·13	
Total Class I Railways	..	*1925-26*	*7,29,97,90* (*b*)	*1,09,68,35*	*68,72,68*	*40,95,77*	*62·66*	*5·61*	(*b*) For remarks see (*e*) in "Remarks" column 9" of Summary No. V.
		1926-27	7,58,02,89	1,08,72,42	67,28,15	41,44,27	61·88	5·47	
CLASS II.									
Barsi Light	2′ 6″	*1925-26*	*93,24*	*17,97*	*9,22*	*8,75*	*51·33*	*9·38*	
		1926-27	1,49,65	17,50	9,50	8,00	54·27	5·35	
Bengal Dooars	3′ 3⅜″	*1925-26*	*1,49,62*	*22,30*	*11,03*	*11,27*	*49·46*	*7·53*	
		1926-27	1,51,66	23,44	12,34	11,10	52·64	9·25	
Bhavnagar State	3′ 3⅜″	*1925-26*	*1,87,20*	*33,90*	*18,93*	*14,97*	*55·85*	*7·99*	
		1926-27	1,92,66	28,77	18,64	10,13	64·80	5·26	
Bikaner State	3′ 3⅜″	*1925-26*	*2,07,51*	*34,51*	*28,33*	*6,18*	*82·10*	*2·98*	
		1926-27	2,89,71	38,46	32,07	6,39	83·40	2·21	
Darjeeling-Himalayan.	2′ 0″	*1925-26*	*1,06,49*	*23,75*	*15,23*	*8,52*	*64·13*	*8·00*	
		1926-27	1,06,48	24,07	15,30	8,77	63·63	8·24	

* In the case of State-owned railways.
† In the case of other than State-owned railways.
‡ The figures of total capital at charge in column 4 are for the system as a whole, *i.e.*, State-owned portion *plus* other than State-owned portion.
Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5—*Statement of* $\frac{\text{Capital at Charge,*}}{\text{Capital outlay,†}}$ *Revenue Earnings and Expenses for the years 1925-26 and 1926-27 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‡ Gross earnings.	‡ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1925-26*	*1,56,35*	*26,63*	*14,26*	*12,37*	*53·52*	*7·92*	
		1926-27	1,57,81	30,33	15,65	14,68	51·63	9·38	
Gaekwar's Baroda State	2′ 6″	*1925-26*	*2,60,90*	*29,10*	*19,65*	*9,45*	*67·54*	*3·62*	
		1926-27	2,76,13	22,35	19,03	3,32	85·14	1·20	
Gondal	3′ 3⅜″	*1925-26*	*1,17,34*	*23,43*	*15,26*	*8,17*	*65·13*	*6·96*	
		1926-27	1,19,43	22,61	13,61	9,00	60·18	7·54	
Howrah-Amta Light	2′ 0″	*1925-26*	*29,09*	*10,74*	*5,23*	*5,51*	*48·70*	*18·90*	
		1926-27	29,75	10,38	6,63	3,75	63·88	12·61	
Jamnagar and Dwarka	3′ 3⅜″	*1925-26*	*1,34,14*	*11,28*	*7,23*	*4,05*	*64·08*	*3·02*	
		1926-27	1,36,71	11,06	7,04	4,02	63·61	2·94	
Junagad State	3′ 3⅜″	*1925-26*	*1,96,75*	*15,02*	*8,15*	*6,87*	*54·24*	*6·44*	
		1926-27	1,11,96	13,76	8,47	5,29	61·53	4·72	
Morvi	3′ 3⅜″	*1925-26*	*66,57*	*16,28*	*9,56*	*6,72*	*58·74*	*10·09*	
		1926-27	74,04	16,65	10,50	6,15	63·07	8·30	
Mysore§	3′ 3⅜″	*1925-26*	*2,50,04*	*29,27*	*23,76*	*5,51*	*81·17*	*2·20*	
		1926-27	2,63,98	30,09	22,86	7,23	75·97	2·74	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1925-26*	*49,93*	*10,22*	*5,21*	*5,01*	*50·98*	*10·03*	
		1926-27	49,85	9,61	4,99	4,62	51·92	9·26	
Total Class II Railways	..	*1925-26*	*19,15,17* (a)	*3,04,40*	*1,91,05*	*1,13,35*	*62·76*	*5·92*	
		1926-27	21,09,82	2,99,08	1,96,63	1,02,45	65·74	4·86	
CLASS III.									
Aden	3′ 3⅜″	*1925-26*	*14,97*	*1,37*	*1,99*	*—62*	*145·26*	..	
		1926-27	14,98	1,42	78	64	55·18	4·24	
Ahmadpur-Katwa	2′ 6″	*1925-26*	*19,89*	*1,66*	*1,20*	*46*	*72·34*	*2·31*	
		1926-27	20,03	1,53	1,26	27	82·49	1·34	
Arakan Light	2′ 6″	*1925-26*	*30,67*	*33*	*1,02*	*—69*	*310·77*	..	
		1926-27	Closed for	all traffic	from June	1926.			
Arrah-Sasaram	2′ 6″	*1925-26*	*23,46*	*3,72*	*2,39*	*1,33*	*64·24*	*5·67*	
		1926-27	23,42	4,13	2,48	1,65	60·03	7·05	
Bankura-Damoodar River	2′ 6″	*1925-26*	*36,47*	*2,24*	*1,98*	*26*	*88·57*	*0·70*	
		1926-27	37,21	2,15	2,00	15	93·10	0·40	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Naniangud Chamrajanagar Railways.

(*a*) For remarks see footnote (*c*) of summary No. V.

5—*Statement of* $\frac{\text{Capital at Charge.*}}{\text{Capital outlay,†}}$ *Revenue Earnings and Expenses for the years 1925-26 and 1926-27 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‡ Gross earnings.	‡ Working expenses.	Net earnings.	* Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
CLASS III—*contd.*			Rs.	Rs.	Rs.	Rs.			
Baraset-Basirhat Light	2′ 6″	*1925-26*	*24,20*	*6,15*	*3,04*	*3,11*	*49·49*	*12·83*	
		1926-27	24,27	5,67	3,99	1,68	70·45	6·90	
Bengal Provincial	2′ 6″	*1925-26*	*15,24*	*1,88*	*1,30*	*58*	*69·29*	*3·78*	
		1926-27	15,29	1,85	1,32	53	71·27	3·44	
Bukhtiarpur-Bihar Light	2′ 6″	*1925-26*	*14,67*	*3,61*	*2,31*	*1,30*	*63·86*	*8·89*	
		1926-27	14,78	4,32	2,54	1,78	58·80	12·03	
Burdwan-Katwa	2′ 6″	*1925-26*	*18,59*	*2,34*	*1,42*	*92*	*60·57*	*4·96*	
		1926-27	18,73	2,14	1,46	68	68·19	3·64	
Cutch State	2′ 6″	*1925-26*	*11,00*	*79*	*60*	*19*	*75·82*	*1·73*	
		1926-27	12,04	77	58	19	75·19	1·58	
Dehri-Rohtas Light	2′ 6″	*1925-26*	*10,29*	*3,22*	*1,73*	*1,49*	*53·78*	*14·44*	
		1926-27	11,92	3,28	1,77	1,51	53·85	12·67	
Dholpur-Bari	2′ 6″	*1925-26*	*14,67*	*2,63*	*1,47*	*1,16*	*55·94*	*7·42*	
		1926-27	15,89	2,30	1,14	1,16	49·58	7·30	
Futwah-Islampur	2′ 6″	*1925-26*	*18,91*	*1,89*	*82*	*1,07*	*43·50*	*5·65*	
		1926-27	19,21	1,87	89	98	47·71	5·08	
Gwalior Light§	2′ 0″	*1925-26*	*92,46*	*8,47*	*4,89*	*3,58*	*57·74*	*3·87*	
		1926-27	94,89	7,60	5,24	2,36	69·01	2·48	
Howrah-Sheakhala Light	2′ 0″	*1925-26*	*8,09*	*2,37*	*1,24*	*1,13*	*52·19*	*14·00*	
		1926-27	8,20	2,25	1,57	68	69·82	8·30	
Jagadhri Light	2′ 0″	*1925-26*	*1,14*	*26*	*19*	*7*	*73·08*	*5·98*	
		1926-27	1,14	23	19	4	81·94	3·71	
Jessore-Jhenidah	2′ 6″	*1925-26*	*14,53*	*1,49*	*92*	*57*	*61·90*	*3·92*	
		1926-27	14,74	1,42	102	40	71·92	2·71	
Jorhat (Provincial)	2′ 0″	*1925-26*	*13,50*	*1,99*	*2,06*	*—7*	*103·82*	..	
		1926-27	13,26	2,10	2,16	—6	102·80	..	

* In the case of State-owned railways.

†In the case of other than State-owned railways.

‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§ Shown in class II in the Report for 1925-26.

5—*Statement of* $\frac{\text{Capital at Charge,*}}{\text{Capital outlay,†}}$ *Revenue Earnings and Expenses for the years 1925-26 and 1926-27 (In thousands of rupees)*—concld.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‡ Gross earnings.	‡ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Kalighat-Falta	2′ 6″	*1925-26*	*21,53*	*2,86*	*2,45*	*41*	*85·66*	*1·91*	
		1926-27	22,85	2,43	2,38	5	97·87	0·23	
Kolar District§	2′ 6″	*1925-26*	*39,82*	*4,45*	*3,88*	*57*	*87·19*	*1·43*	
		1926-27	40,73	4,51	3,46	1,05	76·72	2·58	
Kulasekarapatnam Light	2′ 0″	*1925-26*	*7,67*	*73*	*64*	*9*	*87·60*	*1·18*	
		1926-27	7,73	70	1,02	—32	145·11	..	
Porbandar State	3′ 3⅜″	*1925-26*	*23,76*	*4,09*	*3,30*	*79*	*80·57*	*3·34*	
		1926-27	24,00	3,98	3,16	82	79·36	3·43	
Tarikere-Narasimharajapura Light	2′ 0″	*1925-26*	*10,92*	*65*	*52*	*13*	*80·49*	*1·15*	
		1926-27	11,16	50	54	—4	107·84	..	
Tezpore-Balipara Light	2′ 6″	*1925-26*	*4,87*	*1,95*	*1,39*	*56*	*70·98*	*11·63*	
		1926-27	4,87	1,92	1,42	50	73·84	10·30	
Trivellore Light	2′ 0″	*1925-26*	*1,16*	*10*	*12*	*—2*	*117·43*	..	
		1926-27	1,16	7	11	—4	157·14	..	
Udaipur-Chitorgarh	3′ 3⅜″	*1925-26*	*26,07*	*5,22*	*2,55*	*2,67*	*48·82*	*10·24*	
		1926-27	26,23	5,02	2,82	2,20	56·15	8·39	
Total Class III Railways	..	*1925-26*	*(a) 5,18,45*	*66,46*	*45,42*	*21,04*	*68·34*	*4·06*	
		1926-27	4,98,73	64,16	45,30	18,86	70·60	3·78	
‖Other items not included in the preceding heads.	..	1926-27	4,55,22	..	..	..	..	..	
GRAND TOTAL	..	*1925-26*	*(a) 7,54,31,52*	*1,13,39,21*	*71,09,05*	*42,30,16*	*62·69*	*5·61*	
		1926-27	(b) 7,88,66,66	1,12,35.66	69,70,08	42,65,58	62·04	5·41	

* In the case of State-owned railways.

†In the case of other than State-owned railways.

‡Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§ Includes the Bangalore-Chik Ballapur Light Railway.

‖ Delhi (New Capital) Railway works 78,63
A. O. Collieries 85,79
Abandoned Projects 32,26
State Railway Stores 2,56,82
United Provinces Distillery sidings 1,72
Total .. 4,55,22

In thousands of rupees.

(a) For remarks see footnote (c) of summary No. V.

(b) Total capital at charge to end of 31st March 1927 as shown in statement No. 2 (a) .. 7,01,06,93
Do. do. do. do. do. do. do. (b) .. 87,59,73
Total 7,88,66,66

6.—*Details of Gross Earnings of each Railway System for the years 1925-26 and 1926-27.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried. (including refunds and remissions)	Other coaching earnings. (including refunds and remissions.)	Total coaching earnings. (excluding refunds and remissions.)	Earnings from goods carried. (including refunds and remissions.)	Other goods earnings (including refunds and remissions.)	Total goods earning (excluding refunds and remissions.)	Electric telegraph earnings. (excluding refunds and remissions.)	Other miscellaneous earnings. (excluding refunds and remissions.)	Total gross earnings. (excluding refunds and remissions.)
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Assam Bengal	3 3½″	*1925-26*	*74,77*	*10,30*	*85,07*	*88,47*	*61*	*89,08*	*29*	*6,95*	*1,81,39*
		1926-27	81,46	11,62	92,93	97,24	79	97,48	36	5,91	1,96,68
Bengal and North-Western.	3′ 3½″	*1925-26**	*1,73,80*	*14,74*	*†1,80,58*	*1,66,97*	*7,19*	*†1,59,66*	*60*	*7,67*	*3,48,51*
		1926-27	1,78,34	17,55	†1,87,92	1,83,63	2,43	†1,69,91	61	6,11	3,64,55
Bengal-Nagpur	5′ 6″	*1925-26**	*2,03,26*	*37,54*	*2,40,80*	*5,25,74*	*5,27*	*5,31,01*	*44*	*16,83*	*7,89,08*
		1926-27	1,94,63	38,47	2,33,06	5,23,45	9,74	5,32,14	43	18,43	7,84,06
	2′ 6″	*1925-26**	*26,46*	*2,62*	*29,08*	*25,53*	*20*	*25,73*	*8*	*40*	*55,29*
		1926-27	23,54	2,26	25,80	23,97	11	24,01	10	41	50,32
Bombay, Baroda and Central India.	5′ 6″	*1925-26**	*2,29,19*	*55,89*	*2,85,08*	*4,39,90*	*—3,05*	*4,36,85*	*72*	*16,22*	*7,38,87*
		1926-27	2,11,49	54,81	2,66,16	3,78,02	—4,81	3,71,32	66	14,43	6,52,57
	3′ 3½″	*1925-26**	*2,31,14*	*26,76*	*2,57,90*	*2,97,04*	*71*	*2,97,75*	*74*	*10,46*	*5,66,35*
		1926-27	2,13,59	25,94	2,39,47	3,04,34	1,04	3,03,12	68	10,54	5,53,81
	2′ 6″	*1925-26**	*6,44*	*53*	*6,97*	*5,03*	*1*	*5,04*	*6*	*10*	*12,17*
		1926-27	5,10	42	5,52	3,69	1	3,70	2	9	9,33
Burma	3′ 3½″	*1925-26**	*1,66,18*	*15,34*	*1,81,52*	*3,02,31*	*78*	*3,03,09*	*62*	*9,49*	*4,94,72*
		1926-27	1,53,25	15,71	1,68,81	2,82,43	83	2,82,26	65	11,24	4,62,96
	2′ 6″	*1925-26**	*67*	*13*	*80*	..	..	..	..	*1*	*81*
		1926-27		Included	with Burma Railways (3′3½″).			..	..	..	..
Eastern Bengal	5′ 6″	*1925-26**	*1,38,74*	*33,22*	*1,71,96*	*2,14,14*	*1,94*	*2,16,08*	*34*	*10,69*	*3,99,07*
		1926-27	1,43,17	31,52	1,74,60	2,49,53	6,04	2,53,30	34	13,43	4,41,67
	3′ 3½″ and 2′ 6″	*1925-26**	*1,04,55*	*20,11*	*1,24,66*	*1,19,01*	*99*	*1,20,00*	*32*	*5,43*	*2,50,41*
		1926-27	1,09,81	18,43	1,28,17	1,27,38	1,36	1,27,62	34	2,62	2,58,75
East Indian	5′ 6″	*1925-26**	*6,03,89*	*1,01,60*	*7,05,49*	*12,52,61*	*7,58*	*12,60,19*	*1,37*	*41,49*	*20,08,54*
		1926-27	5,79,95	96,59	6,76,28	12,66,36	11,91	12,74,03	1,47	29,00	19,80,78
Great Indian Peninsula	5′ 6″	*1925-26**	*4,48,32*	*1,01,61*	*5,49,93*	*9,19,34*	*6,95*	*9,26,29*	*1,42*	*37,08*	*15,14,72*
		1926-27	4,26,42	1,03,70	5,29,40	9,44,86	9,53	9,49,51	1,45	28,50	15,08,86
	2′ 6″	*1925-26**	*9,60*	*71*	*10,31*	*7,86*	*7*	*7,93*	*1*	*12*	*18,37*
		1926-27	7,72	58	8,30	7,86	6	7,88	1	13	16,32
Jodhpur	3′ 3½″	*1925-26**	*39,20*	*5,62*	*44,82*	*43,83*	*12*	*43,95*	*10*	*3,44*	*92,31*
		1926-27	35,99	5,55	41,48	42,59	15	42,45	9	4,43	88,46
	2′ 0″	*1925-26**	*35*	*2*	*37*	*12*	..	*12*	..	..	*49*
		1926-27	35	2	37	16	..	16	..	..	53
Madras and Southern Mahratta.	5′ 6″	*1925-26**	*1,52,98*	*31,18*	*1,84,16*	*2,90,27*	*94*	*2,91,21*	*23*	*13,45*	*4,89,05*
		1926-27	1,59,05	33,17	1,91,99	2,80,29	1,22	2,80,66	25	8,28	4,81,18
	3′ 3½″	*1925-26**	*1,16,37*	*20,52*	*1,36,89*	*‡2,17,40*	*83*	*2,18,23*	*54*	*5,46*	*‡3,61,12*
		1926-27*	1,14,62	21,20	1,35,86	‡2,26,68	98	2,27,20	54	4,96	‡3,68,56
Nizam's Guaranteed State	5′ 6″	*1925-26**	*25,54*	*5,69*	*31,23*	*73,79*	*37*	*74,16*	*50*	*11,90*	*1,17,79*
		1926-27*	26,70	5,50	32,20	77,55	36	77,91	49	3,26	1,13,86
	3′ 3½″	*1925-26**	*31,10*	*3,98*	*35,08*	*42,18*	*10*	*42,28*	*30*	*4,38*	*82,04*
		1926-27*	31,23	3,93	35,16	49,07	24	49,31	32	3,10	87,89
North Western (Commercial)	5′ 6″	*1925-26**	*6,06,58*	*84,32*	*6,90,90*	*8,59,98*	*13,11*	*8,73,09*	*1,73*	*25,56*	*15,91,28*
		1926-27	5,84,56	89,65	6,73,55	8,80,17	25,42	8,97,24	1,73	36,52	16,09,04
	2′ 6″	*1925-26**	*17,49*	*4,63*	*22,12*	*15,40*	*54*	*15,94*	*6*	*36*	*38,48*
		1926-27	15,51	4,16	19,65	14,22	45	14,53	4	19	34,41

* Excludes refunds and remissions.

† Excluding the Cawnpore-Burhwal (3′ 3½″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway, and as to totals with the sundry earnings of the E. I. Railway

‡ Includes Harbour receipts.

6.—*Details of Gross Earnings of each Railway System for the years 1925-26 and 1926-27*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings. (excluding refunds & remissions.)
			Earnings from passengers carried. (including refunds & remissions.)	Other coaching earnings. (including refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (including refunds & remissions.)	Other goods earnings (including refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*											
North Western (Military).	5′ 6″	*1925-26**	*63,69*	*12,76*	*76,56*	*78,31*	*1,47*	*79,78*	*27*	*1,51*	*1,57,92*
		1926-27	55,83	13,78	69,54	73,59	1,09	73,99	24	1,10	1,44,87
	2′ 6″ and 2″ 0′	*1925-26**	*2,92*	*45*	*3,37*	*2,55*	*15*	*2,70*	*1*	*7*	*6,15*
		1926-27	2,97	48	3,45	2,79	6	2,81	1	4	6,31
North Western (Total)	..	*1925-26**	*6,90,59*	*1,02,16*	*7,92,75*	*9,56,24*	*15,27*	*9,71,51*	*2,07*	*27,50*	*17,93,83*
		1926-27	6,58,87	1,08,07	7,66,19	9,70,77	27,02	9,88,57	2,02	37,85	17,94,63
Rohilkund and Kumaon	3′ 3⅜″	*1925-26*	*27,49*	*3,31*	*30,80*	*34,14*	*7*	*34,21*	*8*	*2,85*	*67,94*
		1926-27	26,88	3,10	29,96	33,23	22	33,25	8	2,85	66,14
South Indian	5′ 6″	*1925-26**	*55,77*	*9,51*	*65,58*	*83,41*	*43*	*83,84*	*10*	*13,04*	*1,62,56*
		1926-27	55,25	10,44	65,62	83,44	35	83,70	10	13,15	1,62,57
	3′ 3⅜″	*1925-26**	*2,11,56*	*19,13*	*2,30,69*	*1,76,33*	*2,07*	*1,78,40*	*46*	*9,32*	*4,18,87*
		1926-27	2,07,79	19,82	2,27,42	1,84,67	2,07	1,86,31	44	10,40	4,24,57
	2′ 6″	*1925-26**	*2,06*	*14*	*2,20*	*1,33*	*1*	*1,34*	..	*1*	*3,55*
		1926-27	1,99	13	2,12	1,24	1	1,25	..	1	3,38
Total Class I Railways.	..	*1925-26**	*37,70,02*	*6,22,66*	*43,84,72*	*62,82,99*	*49,46*	*63,17,95*	*11,39*	*2,54,29*	*1,09,68,35*
		1926-27	36,47,19	6,28,63	42,64,79	63,42,45	71,66	63,67,05	11,45	2,29,13	1,08,72,42
CLASS II.*											
Barsi Light	2′ 6″	*1925-26*	*3,70*	*38*	*9,08*	*8,28*	*8*	*8,36*	*8*	*45*	*17,97*
		1926-27	7,95	34	8,29	8,50	9	8,59	9	53	17,50
Bengal Dooars	3′ 3⅜″	*1925-26*	*4,73*	*1,02*	*5,75*	*16,15*	*4*	*16,19*	*4*	*32*	*22,30*
		1926-27	4,90	1,03	5,93	17,17	5	17,22	4	25	23,44
Bhavnagar State	3′ 3⅜″	*1925-26*	*18,13*	*1,78*	*19,91*	*13,00*	*7*	*13,07*	*32*	*60*	*33,90*
		1926-27	14,20	1,61	15,81	10,72	13	10,85	35	1,76	28,77
Bikaner State	3′ 3⅜″	*1925-26*	*16,31*	*1,10*	*17,41*	*15,59*	*53*	*16,12*	*13*	*85*	*34,51*
		1926-27	16,65	1,53	18,18	19,47	7	19,54	60	14	38,46
Darjeeling-Himalayan	2′ 0″	*1925-26*	*7,46*	*2,68*	*10,14*	*13,37*	*4*	*13,41*	*5*	*15*	*23,75*
		1926-27	7,16	2,74	9,90	13,90	7	13,97	4	16	24,07
Dibru-Sadiya	3′ 3⅜″	*1925-26*	*4,22*	*88*	*5,10*	*21,10*	*2*	*21,10*	*3*	*38*	*26,63*
		1926-27	4,37	96	5,33	24,25	3	24,28	4	68	30,33
Gackwar's Baroda State	2′ 6″	*1925-26*	*16,21*	*1,04*	*17,25*	*11,19*	*8*	*11,27*	*16*	*42*	*29,10*
		1926-27	13,19	83	14,02	7,59	4	7,63	11	59	22,35
Gondal	3′ 3⅜″	*1925-26*	*12,62*	*1,35*	*13,97*	*8,49*	*5*	*8,54*	*7*	*35*	*23,43*
		1926-27	11,15	1,25	12,40	8,70	2	8,72	7	1,42	22,61

* Excludes refunds and remissions.

6.—*Details of Gross Earnings of each Railway System for the years 1925-26 and 1926-27*—contd.

[In thousands of rupees].

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings. (excluding refunds & remissions.)
			Earnings from passengers carried. (excluding refunds & remissions.)	Other coaching earnings. (excluding refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (excluding refunds & remissions.)	Other goods earnings. (excluding refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS II—*concld.*											
Howrah-Amta Light	2′ 0″	*1925-26*	*8,77*	*43*	*9,20*	*1,45*	..	*1,45*	..	*9*	*10,74*
		1926-27	8,38	42	8,80	1,48	..	1,48	..	10	10,38
Jamnagar and Dwarka	3′ 3¾″	*1925-26*	*6,91*	*69*	*7,60*	*3,24*	*4*	*3,28*	*5*	*35*	*11,28*
		1926-27	6,34	47	6,81	3,26	5	3,31	6	88	11,06
Junagad State	3′ 3¾″	*1925-26*	*6,00*	*81*	*6,81*	*5,86*	*1*	*5,87*	*4*	*30*	*15,02*
		1926-27	6,70	83	7,53	5,86	2	5,88	5	30	13,76
Morvi	3′ 3¾″	*1925-26*	*8,31*	*1,26*	*9,57*	*6,18*	*14*	*6,32*	*6*	*33*	*16,28*
		1926-27	7,69	1,17	8,86	7,36	1	7,37	7	35	16,65
Mysore*	3′ 3¾″	*1925-26*	*16,32*	*1,44*	*17,76*	*10,82*	*13*	*10,95*	*2*	*54*	*29,27*
		1926-27	16,04	1,59	17,63	11,47	21	11,68	3	75	30,09
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1925-26*	*5,88*	*33*	*6,21*	*3,91*	*4*	*3,95*	..	*6*	*10,22*
		1926-27	5,32	23	5,55	3,83	3	3,86	..	20	9,61
Total Class II Railways.	..	*1925-26*	*1,42,67*	*15,19*	*1,57,76*	*1,38,63*	*1,27*	*1,39,90*	*1,05*	*5,69*	*3,04,40*
		1926-27	1,30,04	15,00	1,45,04	1,43,56	82	1,44,38	1,55	8,11	2,99,08
CLASS III.											
Aden	3′ 3¾″	*1925-26*	*54*	*7*	*61*	*72*	*2*	*74*	..	*2*	*1,37*
		1926-27	65	11	76	59	4	63	..	3	1,42
Ahmadpur-Katwa	2′ 6″	*1925-26*	*1,33*	*5*	*1,38*	*25*	..	*25*	..	*3*	*1,66*
		1926-27	1,22	6	1,28	22	..	22	..	3	1,53
Arakan Light	2′ 6″	*1925-26*	*22*	*3*	*25*	*6*	..	*6*	..	*2*	*33*
		1926-27†	..	..	..	..	..	..	..	..	..
Arrah-Sasaram	2′ 6″	*1925-26*	*2,77*	*12*	*2,89*	*78*	*2*	*80*	..	*3*	*3,72*
		1926-27	3,06	17	3,23	87	..	87	..	3	4,13
Bankura-Damoodar River.	2′ 6″	*1925-26*	*1,36*	*8*	*1,44*	*73*	..	*73*	*1*	*6*	*2,24*
		1926-27	1,32	6	1,38	71	..	71	1	5	2,15
Baraset-Basirhat Light	2′ 6″	*1925-26*	*4,30*	*66*	*4,96*	*1,15*	..	*1,15*	..	*4*	*6,15*
		1926-27	3,99	58	4,57	1,07	..	1,07	..	3	5,67
Bengal Provincial	2′ 6″	*1925-26*	*1,13*	*18*	*1,31*	*49*	..	*49*	*1*	*7*	*1,88*
		1926-27	1,08	17	1,25	51	4	55	1	4	1,85
Bukhtiarpur-Bihar Light.	2′ 6″	*1925-26*	*2,16*	*27*	*2,43*	*1,13*	*2*	*1,15*	..	*3*	*3,61*
		1926-27	2,84	13	2,97	1,30	1	1,31	..	4	4,32
Burdwan-Katwa	2′ 6″	*1925-26*	*1,76*	*12*	*1,88*	*40*	..	*40*	..	*6*	*2,34*
		1926-27	1,57	10	1,67	42	..	42	..	5	2,14

*Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Nanjangud and Nanjangud Chamrajanagar Railways.
†Closed for traffic from 1st June 1926.

6.—*Details of Gross Earnings of each Railway System for the years 1925-26 and 1926-27*—concld.

[In thousands of rupees].

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried. (excluding refunds & remissions.)	Other coaching earnings. (excluding refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (excluding refunds & remissions.)	Other goods earnings (excluding refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	Total gross earnings. (excluding refunds & remissions.)
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Cutch State	2′ 6″	*1925-26*	*43*	*5*	*48*	*23*	*4*	*27*	..	*4*	*79*
		1926-27	40	7	47	23	6	29	..	1	77
Dehri-Rohtas Light	2′ 6″	*1925-26*	*31*	*1*	*32*	*2,65*	*9*	*2,74*	..	*16*	*3,22*
		1926-27	32	1	33	2,79	8	2,87	..	8	3,28
Dholpur-Bari	2′ 6″	*1925-26*	*67*	*3*	*70*	*1,89*	..	*1,29*	*1*	*3*	*2,63*
		1926-27	73	4	77	1,50	..	1,50	1	2	2,30
Futwah-Islampur.	2′ 6″	*1925-26*	*1,19*	*13*	*1,32*	*54*	*2*	*56*	..	*1*	*1,89*
		1926-27	1,32	3	1,35	49	2	51	..	1	1,87
Gwalior Light*	2′ 0″	*1925-26*	*3,75*	*30*	*4,05*	*4,24*	..	*4,24*	*7*	*11*	*8,47*
		1926-27	3,55	28	3,83	3,55	..	3,55	8	14	7,60
Howrah-Sheakhala Light.	2′ 0″	*1925-26*	*1,47*	*45*	*1,92*	*43*	..	*43*	..	*2*	*2,37*
		1926-27	1,38	43	1,81	42	..	42	..	2	2,25
Jagadhri Light	2′ 0″	*1925-26*	*14*	..	*14*	*10*	..	*10*	..	*2*	*26*
		1926-27	12	1	13	8	..	8	..	2	23
Jessore-Jhenidah	2′ 6″	*1925-26*	*88*	*8*	*96*	*51*	*1*	*52*	..	*1*	*1,49*
		1926-27	75	7	82	58	1	59	..	1	1,42
Jorhat (Provincial).	2′ 0″	*1925-26*	*63*	*14*	*77*	*1,07*	*6*	*1,13*	*1*	*8*	*1,99*
		1926-27	68	14	82	1,18	5	1,23	1	4	2,10
Kalighat-Falta	2′ 6″	*1925-26*	*2,23*	*4*	*2,27*	*53*	..	*53*	..	*6*	*2,86*
		1926-27	1,88	4	1,92	43	..	43	..	8	2,43
Kolar District†	2′ 6″	*1925-26*	*2,98*	*14*	*3,12*	*1,29*	*1*	*1,30*	*1*	*2*	*4,45*
		1926-27	3,02	14	3,16	1,31	1	1,32	1	2	4,51
Kulasekarapatnam Light.	2′ 0″	*1925-26*	*29*	*1*	*30*	*43*	..	*13*	..	..	*73*
		1926-27	35	2	37	33	..	33	..	..	70
Porbandar State	3′ 3⅜″	*1925-26*	*1,43*	*14*	*1,57*	*2,08*	*1*	*2,09*	..	*43*	*4,09*
		1926-27	1,35	14	1,49	2,06	1	2,07	..	42	3,98
Tarikere Narasimharajapura Light.	2′ 0″	*1925-26*	*19*	*2*	*21*	*37*	*7*	*44*	..	..	*65*
		1926-27	17	1	18	32	..	32	..	..	50
Tezpore-Balipara Light	2′ 6″	*1925-26*	*59*	*11*	*70*	*1,19*	..	*1,19*	*2*	*4*	*1,95*
		1926-27	61	12	73	1,12	..	1,12	2	5	1,92
Trivellore Light	2′ 0″	*1925-26*	*7*	..	*7*	*3*	..	*3*	..	..	*10*
		1926-27	6	..	6	1	..	1	..	..	7
Udaipur-Chitorgarh	3′ 3⅜″	*1925-26*	*3,09*	*24*	*3,33*	*1,75*	*4*	*1,79*	*2*	*8*	*5,22*
		1926-27	2,86	31	3,17	1,75	3	1,78	2	5	5,02
Total Class III Railways.	..	*1925-26*	*35,91*	*3,47*	*39,38*	*25,04*	*41*	*25,45*	*16*	*1,47*	*66,46*
		1926-27	35,28	3,24	38,52	23,84	36	24,20	17	1,27	64,16
GRAND TOTAL.	..	*1925-26‡*	*39,48,50*	*6,41,32*	*45,81,86*	*64,46,66*	*51,14*	*64,83,30*	*12,60*	*2,61,45*	*1,13,39,21*
		1926-27§	38,12,61	6,46,87	44,48,35	65,09,85	72,84	65,35,63	13,17	2,38,51	1,12,35,66

*Shown under class II in the Report by the Railway Board on Indian Railways for 1925-26.
† Includes the Bangalore-Chick Ballapur Light Railway.
‡ Figures for 1925-26 exclude refunds and remissions.
§ See footnotes* on pages 48 and 49.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and wagon stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1925-26*	*23,04,*	*12·70*	*26,36*	*13·98*	*7,02*	*3·87*	..	..
		1926-27	23,61	12·01	26,53	13·33	8,50	4·32	..	..
Bengal and North-Western	3′ 3⅜″	*1925-26*	*39,20*	*11·25*	*41,65*	*11·95*	*10,53*	*3·05*	..	..
		1926-27	34,89	9·57	40,96	11·24	12,06	3·31	..	..
Bengal-Nagpur	5′ 6″	*1925-26*	*97,63*	*12·37*	*1,42,33*	*18·04*	*72,04*	*9·13*	..	..
		1926-27	88,85	11·33	1,24,32	15·85	65,29	8·33	..	..
	2′ 6″	*1925-26*	*12,14*	*21·96*	*12,60*	*22·79*	*4,73*	*8·55*	..	..
		1926-27	12,57	24·97	12,54	24·92	4,75	9·44	..	..
Bombay, Baroda and Central India.	5′ 6″	*1925-26*	*1,04,13*	*14·09*	*1,63,60*	*22·14*	*64,09*	*8·67*	..	..
		1926-27	89,36	13·69	1,47,15	22·55	54,79	8·40	..	..
	3′ 3⅜″	*1925-26*	*60,54*	*10·68*	*1,25,33*	*22·11*	*37,34*	*6·68*	..	..
		1926-27	63,72	11·50	1,21,74	21·98	38,87	7·02	..	..
	2′ 6″	*1925-26*	*1,50*	*12·32*	*2,38*	*19·56*	*68*	*5·58*	..	..
		1926-27	1,66	17·80	2,01	21·63	57	6·11	..	..
Burma	3′ 3⅜″	*1925-26*	*75,28*	*15·22*	*81,69*	*16·51*	*39,76*	*8·04*	..	..
		1926-27	85,97	18·59	76,97	16·64	36,47	7·89	..	..
	2′ 6″	*1925-26*	*15*	*18·45*	*33*	*40·63*	*4*	*5·00*	..	..
		1926-27	13	23·40	24	44·32	3	5·05	..	..
Eastern Bengal	5′ 6″	*1925-26*	*69,37*	*17·38*	*73,69*	*18·47*	*40,91*	*10·25*	..	..
		1926-27	71,31	16·14	69,59	15·76	47,61	10·78	..	..
	3′ 3⅜″ and 2′ 6″	*1925-26*	*41,46*	*16·55*	*50,59*	*20·20*	*24,98*	*9·98*	..	..
		1926-27	37,59	14·53	42,92	16·59	25,32	9·79	..	..
East Indian	5′ 6″	*1925-26*	*2,21,88*	*11·05*	*3,44,85*	*17·17*	*2,31,90*	*11·55*	..	..
		1926-27	2,21,82	11·20	3,49,88	17·66	2,36,81	11·96	..	..
Great Indian Peninsula	5′ 6″	*1925-26*	*1,95,94*	*12·94*	*4,55,83*	*30·09*	*1,51,71*	*10·02*	*8,45*	*0·56*
		1926-27	2,06,73	13·70	3,96,75	26·30	1,62,23	10·75	21,12	1·40
	2′ 6″	*1925-26*	..	..	..	..	..	..	..	..
		1926-27	..	..	..	..	..	..	..	..
Jodhpur	3′ 3⅜″	*1925-26*	*15,77*	*17·08*	*23,26*	*25·21*	*8,47*	*9·18*	..	..
		1926-27	13,74	15·53	19,51	22·06	6,74	7·62	..	..
	2′ 0″	*1925-26*	*10*	*20·59*	*9*	*18·18*	*2*	*4·10*	..	..
		1926-27	11	20·63	10	19·35	1	1·22	..	..
Madras and Southern Mahratta.	5′ 6″	*1925-26*	*66,95*	*13·50*	*1,01,98*	*20·85*	*34,96*	*7·15*	..	..
		1926-27	56,48	11·74	96,01	19·94	36,27	7·54	..	..
	3′ 3⅜″	*1925-26*	*53,51*	*14·82*	*78,32*	*21·68*	*19,61*	*5·43*	..	..
		1926-27	46,62	12·64	76,19	20·67	17,09	4·65	..	..
Nizam's Guaranteed State	5′ 6″	*1925-26*	*6,54*	*5·55*	*19,53*	*16·57*	*5,30*	*4·50*	..	..
		1926-27	7,05	6·19	11,88	10·44	4,51	3·96	..	..
	3′ 3⅜″	*1925-26*	*6,98*	*8·51*	*11,63*	*14·18*	*3,01*	*3·67*	..	..
		1926-27	7,35	8·36	11,88	13·52	3,59	4·09	..	..
North Western (Commercial).	5′ 6″	*1925-26*	*2,98,17*	*13·08*	*3,47,20*	*21·82*	*1,48,58*	*9·34*	..	..
		1926-27	2,20,70	13·72	3,49,04	21·69	1,50,94	9·38	..	..
	2′ 6″	*1925-26*	*6,52*	*16·95*	*12,01*	*31·21*	*3,88*	*10·08*	..	..
		1926-27	7,95	23·10	12,96	37·66	2,81	8·17	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund.

System for the years 1925-26 and 1926-27 (In thousands of rupees).

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
6,39	*3·52*	*20,62*	*11·37*	*10,72*	*5·91*	*5,88*	*3·24*	*99,03*	*54·59*	
5,62	2·86	22,35	11·36	11,27	5·73	7,98	4·06	1,05,56	53·67	
7,69	*2·20*	*25,78*	*7·40*	*12,69*	*3·64*	*5,84*	*1·68*	*1,43,48*	*41·17*	
6,99	1·92	26,53	7·27	13,23	3·63	6,28	1·72	1,40,94	38·66	
9,18	*1·16*	*89,26*	*11·31*	*42,10*	*5·34*	*34,43*	*4·36*	*4,86,97*	*61·71*	
7,47	0·95	79,75	10·17	38,55	4·92	36,35	4·64	4,40,58	56·19	
..	..	*5,89*	*10·66*	*3,75*	*6·78*	*92*	*1·66*	*40,03*	*72·40*	
..	..	6,81	13·53	3,79	7·54	89	1·77	41,35	82·17	
..	..	*88,64*	*12·00*	*31,96*	*4·33*	*21,54*	*2·92*	*4,73,96*	*64·15*	
..	..	86,44	13·25	31,04	4·76	22,09	3·38	4,30,87	66·03	
..	..	*57,32*	*10·11*	*28,71*	*5·06*	*17,33*	*3·06*	*3,27,07*	*57·70*	
..	..	55,77	10·07	28,26	5·11	18,72	3·36	3,27,08	59·04	
..	..	*1,23*	*10·11*	*49*	*4·03*	*10*	*0·82*	*6,38*	*52·42*	
..	..	1,11	11·88	59	6·27	11	1·27	6,05	64·96	
3,75	*0·76*	*39,26*	*7·94*	*22,25*	*4·49*	*14,08*	*2·84*	*2,76,07*	*55·80*	
3,83	0·83	41,18	8·91	22,32	4·83	16,25	3·51	2,82,99	61·20	
..	..	*12*	*15·24*	*3*	*3·49*	*4*	*4·56*	*71*	*87·37*	
..	..	11	20·66	2	4·23	3	5·58	56	103·24	
..	..	*67,55*	*16·92*	*22,48*	*5·63*	*20,26*	*5·08*	*2,94,26*	*73·73*	
..	..	63,39	14·35	21,91	4·96	20,33	4·60	2,94,14	66·59	
8,17	*3·27*	*31,14*	*12·43*	*12,59*	*5·03*	*7,76*	*3·10*	*1,76,69*	*70·56*	
8,47	3·27	27,64	10·68	13,13	5·08	8,28	3·20	1,63,35	63·14	
1,21	*0·06*	*2,39,49*	*11·92*	*81,05*	*4·04*	*94,83*	*4·72*	*12,15,21*	*60·51*	
1,07	0·05	2,32,77	11·75	87,82	4·43	80,97	4·09	12,11,14	61·14	
..	..	*1,56,66*	*10·34*	*61,23*	*4·04*	*63,67*	*4·20*	*10,93,49*	*72·19*	
..	..	1,56,96	10·40	60,95	4·04	61,69	4·09	10,66,43	70·68	
..	..	..	..	..	..	..	..	*3,27*	*45·02*	
..	..	..	..	..	..	..	..	7,34	45·00	
..	..	*8,81*	*9·54*	*4,93*	*5·33*	*3,80*	*4·12*	*65,04*	*70·46*	
..	..	8,60	9·72	5,28	5·97	2,81	3·18	56,68	64·08	
..	..	*5*	*11·16*	*1*	*1·09*	..	*0·87*	*27*	*55·99*	
..	..	6	11·13	1	0·93	..	0·61	29	53·87	
..	..	*32,33*	*6·61*	*19,71*	*4·03*	*13,92*	*3·88*	*2,73,95*	*56·02*	
..	..	35,59	7·39	22,45	4·67	18,75	3·89	2,65,55	55·17	
*3,05**	*0·85*	*28,45*	*7·88*	*15,96*	*4·42*	*10,25*	*2·84*	*2,09,15**	*57·92*	
4,35*	1·18	28,31	7·68	16,62	4·51	12,38	3·36	2,01,56*	54·69	
..	..	*3,12*	*6·90*	*6,23*	*5·34*	*3,39*	*7·12*	*54,16*	*45·98*	
..	..	8,52	7·48	6,28	5·51	3,52	3·10	41,76	36·68	
..	..	*7,77*	*9·46*	*6,79*	*8·29*	*4,06*	*4,94*	*40,24*	*49·05*	
..	..	7,94	9·03	6,61	7·52	2,67	3·04	40,04	45·56	
..	..	*1,68,56*	*10·59*	*70,01*	*4·40*	*58,44*	*3·67*	*10,00,96*	*62·90*	
..	..	1,68,94	10·50	74,27	4·62	68,44	4·25	10,32,33	64·16	
1,49	*3·87*	*6,02*	*15·65*	*1,49*	*3·87*	*72*	*1·87*	*32,13*	*33·50*	
1,52	4·42	5,63	16·36	1,61	4·68	72	2·09	33,20	96·48	

* Includes Harbour expenditure.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and Supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
	5′ 6″	*1925-26*	*38,88*	*24·62*	*62,94*	*39·86*	*24,50*	*15·51*	..	..
		1926-27	41,22	28·45	63,97	44·03	22,52	15·54	..	..
North Western (Military)	2′ 6″	*1925-26*	*4,48*	*72·85*	*3,76*	*61·14*	*98*	*15·93*	..	..
		1926-27	5,00	91·24	4,28	78·11	1,09	19·89	..	..
	2′ 0″	*1925-26*	§	§	§	§	§	§	§	§
		1926-27	82	98·79	1,10	132·53	20	24·10	..	..
Total North Western	..	*1925-26*	*2,58,05*	*14·39*	*4,25,91*	*23·74*	*1,77,94*	*9·92*	..	..
		1926-27	2,75,69	15·36	4,31,17	24·03	1,77,56	9·89	..	..
Rohilkund and Kumaon	3′ 3⅜″	*1925-26*	*9,56*	*14·08*	*10,05*	*14·80*	*3,57*	*5·26*	..	..
		1926-27	7,06	10·67	9,72	14·70	4,73	7·15	..	..
	5′ 6″	*1925-26*	*	*	*	*	*	*	..	..
		1926-27	*	*	*	*	*	*	..	..
South Indian	3′ 3⅜″	*1925-26*	†*72,74*	†*12·44*	†*1,32,26*	†*22·61*	†*43,77*	†*7·48*	..	..
		1926-27	†64,02	†10·84	†1,18,29	†20·03	†41,20	†6·98	..	..
	2′ 6″	*1925-26*	*	*	*	*	*	*	..	..
		1926-27	*	*	*	*	*	*	..	..
TOTAL CLASS I RAILWAYS	..	*1925-26*	*14,31,56*	*13·05*	*23,23,26*	*21·18*	*9,82,98*	*8·96*	*8,54*	*0·08*
		1926-27	14,16,33	13·03	21,86,05	20·11	9,85,00	9·06	21,12	0·19
CLASS II.										
ni Light	2′ 6″	*1925-26*	*87*	*4·84*	*2,81*	*15·62*	*1,19*	*6·64*	..	..
		1926-27	1,00	5·72	3,08	17·60	97	5·54	..	..
Bengal Doosrs	3′ 3⅜″	*1925-26*	*3,30*	*14·79*	*2,58*	*11·57*	*71*	*3·19*	..	..
		1926-27	4,67	19·92	2,28	9·73	69	2·94	..	..
Bhavnagar State	3′ 3⅜″	*1925-26*	*3,31*	*9·76*	*6,90*	*20·34*	*1,50*	*4·42*	..	..
		1926-27	3,33	11·57	6,65	23·11	1,44	4·99	..	..
Bikaner State	3′ 3⅜″	*1925-26*	*4,75*	*13·70*	*13,08*	*37·90*	*2,59*	*7·50*	..	..
		1926-27	5,84	15·20	15,29	39·75	2,98	7·76	..	..
Darjeeling-Himalayan	2′ 0″	*1925-26*	*2,01*	*11·51*	*4,17*	*23·55*	*1,14*	*6·52*	..	..
		1926-27	2,25	12·73	3,60	20·38	1,34	7·59	..	..
Dibru-Sadiya	3′ 3⅜″	*1925-26*	*3,34*	*12·54*	*4,56*	*17·12*	*2,30*	*8·64*	..	..
		1926-27	3,24	11·25	4,87	16·91	3,32	11·52	..	..
Gaekwar's Baroda State	2′ 6″	*1925-26*	*5,03*	*17·29*	*6,89*	*23·68*	*2,23*	*7·68*	..	..
		1926-27	4,98	22·30	6,37	28·49	2,44	10·90	..	..
Gondal	3′ 3⅜″	*1925-26*	*2,17*	*9·24*	*6,02*	*25·71*	*2,03*	*8·65*	..	..
		1926-27	2,25	9·97	5,46	24·15	1,36	6·00	..	..
Howrah-Amta Light	2′ 0″	*1925-26*	*1,22*	*11·36*	*1,19*	*11·08*	*22*	*2·05*	..	..
		1926-27	1,35	13·01	1,08	10·40	18	1·73	..	..
Jamnagar and Dwarka	3′ 3⅜″	*1925-26*	*1,59*	*14·09*	*2,92*	*25·92*	*48*	*4·25*	..	..
		1926-27	1,51	13·63	2,78	25·12	54	4·88	..	..
Junagad State	3′ 3⅜″	*1925-26*	*1,62*	*10·74*	*3,22*	*27·43*	*56*	*3·75*	..	..
		1926-27	2,02	14·65	3,52	25·59	65	4·74	..	..
Morvi	3′ 3⅜″ and 2′ 6″	*1925-26*	*—30*	*—1·83*	*3,58*	*22·03*	*82*	*5·03*	..	..
		1926-27	1,15	6·92	3,78	22·71	74	4·46	..	..
Mysore ¶	3′ 3⅜″	*1925-26*	*5,19*	*17·73*	*8,61*	*29·42*	*2,73*	*9·32*	..	..
		1926-27	4,45	14·79	8,84	29·38	2,86	9·50	..	..
Shahdara (Delhi Saharbn pur Light.)	2′ 6″	*1925-26*	*1,74*	*17·02*	*1,14*	*11·15*	*33*	*3·23*	..	..
		1926-27	1,59	16·55	1,07	11·13	29	3·02	..	..
TOTAL CLASS II RAILWAYS	...	*1925-26*	*35,84*	*11·77*	*67,61*	*22·21*	*18,83*	*6·19*	..	..
		1926-27	39,63	13·25	68,67	22·96	19,80	6·62	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund.

System for the years 1925-26 and 1926-27 (in thousands of rupees)—contd.

Maintenance and working of Ferry steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
...	...	*21,68*	*13·73*	*11,94*	*7·56*	*3,29*	*5·25*	*1,68,23*	*106·53*	
..	...	21,91	15·13	12,21	8·43	9,03	6·24	1,70,68	117·82	
..	...	*1,58*	*25·69*	*72*	*11·71*	*18*	*2·92*	*11,70*	*190·24*	
..	..	1,47	26·82	61	11·13	20	3·65	12,65	230·84	
§	§	§	§		§	§	§	§	§	§ Not available.
...	...	25	30·12	12	14·46	2	2·41	2,51	302·41	
1,49	*0·03*	*1,97,84*	*11·03*	*84,16*	*4·69*	*67,63*	*3·77*	*12,13,02*	*67·62*	
1,52	0·03	1,98,20	11·05	88,82	4·95	78,41	4·37	12,51,37	69·73	
...	...	*5,88*	*8·65*	*3,87*	*5·69*	*1,16*	*1·70*	*34,09*	*50·18*	
..	...	5,79	8·76	3,64	5·51	1,67	2·52	32,61	49·31	
*	*	*	*	*	*	*	*	*1,06,51*	*65·52*	* Included with 3′ 3½″ gauge.
*	*	*	*	*	*	*	*		56·96	
†*4,04*	†*0·69*	†*45,28*	†*7·74*	†*23,06*	†*3·94*	†*19,89*	†*3·40*	*2,29,83*	*54·87*	†Includes the 5′ 6″ and 2′ 6″ gauges.
†4,70	†0·79	†45,17	†7·65	†23,55	†3·99	†22,98	†3·89	2,22,71	52·46	
*	*	*	*	*	*	*	*	*4,70*	*132·39*	
*	*	*	*	*	*	*	*	4,60	135·98	
44,97	*0·41*	*11,57,49*	*10·55*	*4,94,82*	*4·51*	*4,20,78*	*3·83*	*68,72,58*	*62·66*	
44,02	0·40	11,38,99	10·48	5,06,14	4·66	4,23,16	3·89	67,28,15	61·88	
...	...	*1,50*	*8·35*	*2,12*	*11·80*	*73*	*4·08*	*9,22*	*51·33*	
..	...	1,51	8·63	2,11	12·06	83	4·74	9,50	54·29	
17	*0·76*	*1,96*	*8·79*	*1,79*	*8·03*	*52*	*2·33*	*11,03*	*49·46*	
20	0·85	1,98	8·45	1,87	7·98	65	2·77	12,34	52·64	
...	...	*4,25*	*12·54*	*2,26*	*6·68*	*71*	*2·11*	*18,93*	*55·85*	
...	...	4,11	14·29	2,39	8·31	72	2·53	18,64	64·80	
..	..	*4,55*	*13·20*	*2,54*	*7·40*	*82*	*2·40*	*28,33*	*82·10*	
..	..	4,61	12·00	2,53	6·57	82	2·12	32,07	83·40	‡Includes the Darjeeling Himalayan Extension Railway not included in details.
...	...	*2,22*	*12·70*	*1,33*	*7·59*	*1,27*	*7·28*	‡*15,23*	‡*64·13*	
..	..	2,26	12·84	1,50	8·49	1,15	6·51	‡15,30	‡63·56	
...	...	*1,93*	*7·25*	*1,75*	*6·57*	*38*	*1·43*	*14,26*	*53·55*	
..	..	2,09	7·26	1,80	6·25	33	1·15	15,65	54·34	
..	...	*4,01*	*13·77*	*1,15*	*3·95*	*34*	*1·17*	*19,65*	*67·54*	
..	..	3,78	16·91	1,14	5·09	32	1·45	19,03	85·14	
..	...	*3,16*	*13·51*	*1,51*	*6·45*	*37*	*1·57*	*15,26*	*65·13*	
...	..	2,99	13·20	1,10	4·89	45	1·97	13,61	60·18	
..	...	*1,50*	*13·96*	*55*	*5·12*	*55*	*5·12*	*5,23*	*48·69*	
..	..	1,62	15·61	58	5·59	182	17·53	6,63	63·87	
..	..	*1,08*	*9·54*	*89*	*7·85*	*27*	*2·43*	*7,23*	*64·08*	
..	..	1,18	10·61	74	6·71	29	2·66	7,04	63·61	
..	..	*1,52*	*10·11*	*98*	*6·53*	*25*	*1·68*	*8,15*	*54·24*	
..	...	1,58	11·45	34	2·50	36	2·60	8,47	61·53	
...	...	*1,55*	*9·49*	*58*	*3·54*	*3,33*	*20·48*	*9,56*	*58·74*	
...	...	1,98	11·87	64	3·87	2,21	13·24	10,50	63·07	
...	...	*3,78*	*12·91*	*2,35*	*8·03*	*1,10*	*3·76*	*23,76*	*81·17*	¶ Includes the Birur Shimoga, Chickjajur Chitaldrug, Mysore, Bangalore and Mysore, Nanjangud Railways.
...	..	3,86	12·83	2,02	6·71	83	2·76	22,86	75·97	
..	...	*1,08*	*10·57*	*47*	*4·60*	*45*	*4·40*	*5,21*	*50·97*	
...	..	1,10	11·45	47	4·89	47	4·89	4,99	51·93	
17	*0·06*	*34·09*	*11·20*	*20,27*	*6·66*	*11,09*	*3·64*	*1,91,65*	*62·76*	
20	0·07	34·65	11·59	19,23	6·43	11,25	3·76	1,96,63	65·74	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden	3′ 3½″	*1925-26*	*46*	*33·58*	*80*	*58·39*
		1926-27	29	20·42	38	26·76
Ahmadpur-Katwa	2′ 6″	*1925-26*	*22*	*13·67*	*40*	*23·95*
		1926-27	22	14·07	47	30·72
Arakan Light	2′ 6″	*1925-26*	*22*	*66·67*	*48*	*145·45*
		1926-27	*	*	*	*
Arrah-Sasaram Light	2′ 6″	*1925-26*	*89*	*23·92*	*55*	*14·78*
		1926-27	88	21·31	77	18·65
Bankura-Damoodar River	2′ 6″	*1925-26*	*51*	*22·95*	*76*	*34·10*
		1926-27	50	23·29	78	36·17
Barasat-Basirhat Light	2′ 6″	*1925-26*	*79*	*12·84*	*84*	*13·66*
		1926-27	86	15·21	115	20·28
Bengal Provincial	2′ 6″	*1925-26*	*27*	*14·20*	*53*	*28·51*
		1926-27	31	16·76	50	27·02
Bukhtiarpur-Bihar Light	2′ 6″	*1925-26*	*63*	*17·45*	*93*	*25·77*
		1926-27	89	20·60	84	19·45
Burdwan-Katwa	2′ 6″	*1925-26*	*30*	*12·99*	*51*	*21·45*
		1926-27	32	15·01	47	21·88
Cutch State	2′ 6″	*1925-26*	*16*	*19·70*	*22*	*27·56*
		1926-27	19	24·68	20	25·97
Dehri-Rohtas Light	2′ 6″	*1925-26*	*32*	*9·94*	*74*	*22·98*
		1926-27	41	12·50	80	24·39
Dholpur-Bari	2′ 6″	*1925-26*	*31*	*11·76*	*77*	*29·43*
		1926-27	20	8·70	56	24·35
Futwah-Islampur	2′ 6″	*1925-26*	*16*	*8·47*	*29*	*15·34*
		1926-27	20	10·89	29	15·51

* Including Replacement or Renewal or Appropriation to Depreciation Fund.

System for the years 1925-26 and 1926-27 (in thousands of rupees)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
21	*15·33*	*50*	*36·50*	*2*	*1·46*	*1,99*	*145·26*	
8	5·63	1	0·71	2	1·41	78	54·93	
36	*21·59*	*20*	*12·03*	*2*	*1·10*	*1,20*	*72·34*	
35	23·04	20	13·04	2	1·62	1,26	82·49	
11	*33·33*	*13*	*39·39*	*8*	*24·24*	*1,02*	*309·08*	
*	*	*	*	*	*	*	*	* The line was closed from 1st June 1926.
52	*13·98*	*31*	*8·33*	*12*	*3·23*	*2,39*	*64·24*	
45	10·89	27	6·54	11	2·66	2,48	60·05	
33	*14·63*	*35*	*15·50*	*3*	*1·39*	*1,98*	*88·57*	
30	13·91	35	16·24	7	3·49	2,00	93·10	
53	*13·60*	*38*	*6·18*	*20*	*3·25*	*3,04*	*49·43*	
93	16·36	40	7·11	65	11·49	3,99	73·45	
30	*15·94*	*19*	*9·92*	*1*	*0·72*	*1,30*	*69·29*	
30	16·22	19	10·27	2	1·08	1,32	71·35	
46	*12·74*	*23*	*6·37*	*6*	*1·66*	*2,31*	*63·99*	
48	11·11	25	5·79	8	1·85	2,54	58·80	
32	*13·66*	*25*	*10·82*	*4*	*1·65*	*1,42*	*60·57*	
36	16·84	25	11·75	6	2·71	1,46	68·19	
5	*7·07*	*17*	*21·49*	..	..	*60*	*75·82*	
6	7·79	13	16·88	..	..	58	75·32	
28	*8·70*	*25*	*7·76*	*14*	*4·35*	*1,73*	*53·73*	
26	7·93	26	7·93	4	1·22	1,77	53·97	
21	*8·12*	*17*	*6·37*	*1*	*0·26*	*1,47*	*55·94*	
19	8·26	18	7·83	1	0·43	1,14	49·57	
23	*12·17*	*12*	*6·35*	*2*	*1·06*	*82*	*43·39*	
24	12·83	13	6·95	3	1·61	89	47·59	

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior-Light (a)	2′ 0″	*1925-26*	*56*	*6·61*	*2,66*	*31·40*
		1926-27	95	12·38	2,95	34·89
Howrah-Sheakhala Light	2′ 0″	*1925-26*	*30*	*12·66*	*34*	*14·35*
		1926-27	37	16·44	28	12·44
Jagadhri Light	2′ 0″	*1925-26*	*2*	*7·59*	*8*	*30·77*
		1926-27	2	8·70	8	34·80
Jessore-Jhenidah	2′ 6″	*1925-26*	*12*	*8·05*	*34*	*22·82*
		1926-27	14	10·09	40	27·71
Jorhat (Provincial)	2′ 0″	*1925-26*	*33*	*16·51*	*96*	*48·03*
		1926-27	54	25·89	85	40·61
Kalighat-Falta	2′ 6″	*1925-26*	*41*	*14·36*	*1,10*	*38·37*
		1926-27	48	10·57	1,00	41·39
Kolar District *	2′ 6″	*1925-26*	*61*	*13·70*	*2,17*	*48·78*
		1926-27	68	15·08	1,76	39·02
Kulasekarapatnam Light	2′ 0″	*1925-26*	*22*	*30·11*	*32*	*44·18*
		1926-27	57	81·43	35	50·00
Porbandar State	3′ 3⅜″	*1925-26*	*50*	*12·18*	*1,38*	*45·78*
		1926-27	45	11·32	1,75	43·84
Tarikere Narasimharajapura Light	2′ 6″	*1925-26*	*8*	*12·31*	*29*	*44·61*
		1926-27	10	20·00	33	66·00
Tezpore-Balipara	2′ 6″	*1925-26*	*33*	*16·62*	*55*	*28·23*
		1926-27	27	14·06	59	30·73
Trivellore Light	2′ 0″	*1925-26*	*1*	*10·00*	*7*	*70·00*
		1926-27	..	..	6	85·71
Udaipur-Chitorgarh	3′ 3⅜″	*1925-26*	*73*	*13·97*	*1,08*	*20·72*
		1926-27	88	17·52	1,16	23·12
TOTAL CLASS III RAILWAYS	..	*1925-26*	*9,46*	*14·23*	*19,66*	*29·58*
		1926-27	10,72	16·71	18,47	28·79

(a) Shown under Class II Railways in the Report by the Railway Board on Indian Railways for 1925-26.

*Including Replacement and Renewal or contribution to Depreciation Fund.

System for the years 1925-26 and 1926-27 (in thousands of rupees)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
53	*6·26*	*47*	*7·91*	*47*	*5·55*	*4,89*	*57·73*	
54	7·17	65	8·59	45	5·84	5,24	68·87	
31	*13·08*	*23*	*9·70*	*6*	*2·53*	*1,24*	*52·32*	
33	14·67	23	10·22	36	16·00	1,57	69·77	
6	*23·08*	*3*	*11·54*	..	..	*19*	*73·08*	
6	26·10	3	13·01	..	..	19	82·61	
18	*12·08*	*27*	*18·12*	*1*	*0·67*	*92*	*61·74*	
20	13·99	27	19·13	1	1·00	1,02	71·92	
31	*15·75*	*35*	*18·01*	*11*	*5·52*	*2,06*	*103·32*	
34	16·22	34	15·91	9	4·17	2,16	102·80	
51	*17·96*	*34*	*11·70*	*9*	*3·27*	*2,45*	*85·66*	
49	20·10	34	13·82	7	2·99	2,38	97·87	* Includes the Bangalore Chik Ballapur Light Railway.
58	*13·03*	*36*	*8·09*	*16*	*3·59*	*3,88*	*87·19*	
59	13·08	31	6·87	12	2·67	3,46	76·72	
9	*11·69*	*1*	*1·62*	..	..	*64*	*87·60*	
9	12·85	1	1·43	..	..	1,02	145·71	
45	*11·11*	*40*	*9·86*	*7*	*1·64*	*3,30*	*80·57*	
46	11·50	43	10·84	7	1·86	3,16	79·36	
8	*12·31*	*5*	*7·69*	*2*	*3·08*	*52*	*80·00*	
7	14·09	3	6·00	1	2·00	54	108·00	
27	*13·63*	*21*	*10·96*	*3*	*1·55*	*1,39*	*70·98*	
28	14·58	22	11·46	6	3·13	1,42	73·96	
2	*20·00*	*2*	*20·00*	..	..	*12*	*120·00*	
3	42·86	2	28·57	..	..	11	157·14	
40	*7·60*	*25*	*4·89*	*9*	*1·64*	*2,55*	*48·82*	
42	8·37	27	5·38	9	1·79	2,82	56·18	
8,00	*12·04*	*6,44*	*9·69*	*1,86*	*2·80*	*45,42*	*68·34*	
7,90	12·31	5,77	8·99	2,44	3·80	45,30	70·60	

STATISTICAL STATEMENTS.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1927. Single line.	Double line.	Treble lines, etc., as the case may be.	Total	TRACK MILEAGE OPEN ON 31ST MARCH 1927. Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3¼″	1-7-95	874·11	..	..	874·11	874·11	181·29	11·71	1,067·11
	Chaparmukh-Silghat	3′ 3¼″	30-3-20	50·81	..	..	50·81	50·81	3·41	..	54·22
	Katakhal-Lalabazar	3′ 3¼″	1-4-23	23·49	..	..	23·49	23·49	0·90	..	24·39
	Mymensingh-Bhairab Bazar ..	3′ 3¼″	20-3-17	100·68	..	..	100·68	100·68	16·38	0·19	117·25
	Total—1 ..	..	..	1,049·09	..	..	1,049·09	1,049·09	201·98	11·90	1,262·97
2	Bengal and North-Western—	3′ 3¼″	2-4-34	1,269·84	..	..	1,269·84	1,269·84	258·28	15·94	1,544·06
	Tirhoot	3′ 3¼″	1-11-75	799·21	10·05	..	809·26	819·31	186·24	10·49	1,016·04
	Total—2 ..	..	..	2,069·05	10·05	..	2,079·10	2,089·15	444·52	26·43	2,560·10
3	Bengal-Nagpur—	5′ 6″	6-4-80	1,968·77	231·90	..	2,200·67	2,432·57	567·59	120·90	3,121·06
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	24·62	..	..	24·62	24·62	1·77	..	26·39
	Purulia-Ranchi	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	10·15	..	126·69
	Raipur-Dhamtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·63	0·55	62·12
	Satpura	2′ 6″	18-4-03	625·15	..	..	625·15	625·15	61·07	14·07	700·29
	Tumsar-Tirodi Light ..	2′ 0″	1-4-16	46·80	..	..	46·80	46·80	8·12	..	54·92
	Total—3 ..	..	..	2,909·46	231·90	..	3,141·36	3,373·26	656·94	135 62	4,165·82
4	Bombay, Baroda and Central India.	5′ 6″	10-2-60	740·43	240·22	‡19·46	1,006·11	1,304·46	309·09	114·22	1,727·77
	Nagda-Ujjain ..	5′ 6″	15-7-96	34·61	..	..	34·61	34·61	2·99	1·78	39·38
	Petlad Cambay (Anand-Tarapur).	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·34	25·04
	Petlad Cambay (Tarapur-Cambay).	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	2·37	16·21
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·48	4·37	167·57
	Bombay, Baroda and Central India.	3′ 3¼″	14-2-73	§1,882·68	1·78	..	§1,884·46	1,886·24	365·56	24·02	2,275·82

Statement for 1926-27.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.				Classification.	Remarks.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
		Netrakona to Mohanganj.	17·43	Silsagar Road to Khowang.	38·79	State line.	
				Furkating Badulipura Jorhat.	42·17		
..	..	..	..	Karimganj to Longai Valley.			
..	..	..	..	..	39·52	Branch lines under guarantee terms.	
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	
..		..	17·43	..	120·48		
..	..	..	..	..	..	Line subsidized by the Government of India.†	†Receives land only from Government.
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
Barkakana to Chandil.	74·77			..	..		
Dharmaband to Kharkharee.	1·13			Birmitrapur to Gutitanagar.	7·23		
Matsala Block Hut to Garh-Dhubreshwa.	2·01	..	..	Raipur to Vizianagram.	241·88	State line.	
Mohuda avoiding line.	0·58			Kedla Branch	4·93		
Rourkela to Koel Bank.	2·28						
Talcher Coalfields.	61·52						
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	Parlakimedi to Gunupur.	31·63	Indian State line.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	142·29	..	..	..	285·67		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	‡0·25 mile triple and 19·21 miles quadruple.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	§Includes 8·27 miles of Sambher Salt Sidings handed over to Salt Department from 7th February 1927.
..	..	..	..	..	..	State line.	

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1927. Single line.	Double line.	Treble lines, etc. as the case may be	Total.	TRACK MILEAGE OPEN ON 31ST MARCH 1927. Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4—*concld.*	Ahmedabad-Parantij ..	3′ 3⅜″	1-5-97	88·70	..	..	88·70	88·70	17·76	1·77	108·23
	Dhrangadra	3′ 3⅜″	1-6-98	53·84	..	..	53·84	53·84	5·68	1·64	61·16
	Gaekwar's Mehsana ..	3′ 3⅜″	21-3-87	230·25	..	..	230 25	230·25	25·56	3·18	258·99
	Jaipur State	3′ 3⅜″	10-11-05	181·11	..	..	181·11	181·11	11·95	..	193·06
	Palanpur-Deesa* ..	3′ 3⅜″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Broach-Jambusar ..	2′ 6″	23-11-14	29·69	..	..	29·69	29·69	2·64	1·19	33·52
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	2·14	5·23	38·05
	Godhra-Lunavada ..	2′ 6″	4-2-13	25·43	..	..	25·43	25·43	1·57	1·08	28·08
	Nadiad-Kapadvanj ..	2′ 6″	5-3-13	28·17	..	..	28·17	28·17	3·57	1·33	33·07
	Rajpipla State	2′ 6″	1-7-97	39·24	..	..	39·24	39·24	2·37	0·99	42·60
	Jhagadia-Thawa Road ..	2′ 6″	8-3-26	18·75	..	..	18·75	18·75	0·61	..	19·36
	Samni-Dehej	2′ 6″	..	..	..	..	..	..	..	..	..
	Total—4 ..	..	..	3,596·19	242·00	19·46	3,857·65	4,157·78	763·20	165·51	5,086·49
5	Burma	3′ 3⅜″	1-5-77	1,158·98	206·85	..	1,365·83	1,572·68	340·66	46·29	1,959·63
	Akon-Ye-U	3′ 3⅜″	1-7-22	49·48	..	..	49·48	49·48	4·90	..	54·38
	Burma Extensions	3′ 3⅜″	15-4-07	187·78	..	..	187·78	187·78	36·33	16·52	240·63
	Moulmein-Ye	3′ 3⅜″	2-8-23	89·25	..	..	89·25	89·25	10·36	0·37	99·98
	Pyinmana-Taungdwingyi ..	3′ 3⅜″	1-8-22	66·79	..	..	66·79	66·79	3·40	..	70·19
	Southern Shan States ..	3′ 3⅜″	15-6-12	86·48	..	..	86 48	86·48	8·72	..	95·20
	Pegu-Kayan	3′ 3⅜″	15-1-27	36·96	..	..	36 96	36·96	3·05	..	40·01
	Total—5 ..	..	..	1,675·72	206·85	..	1,882·57	2,089·42	407·42	63·18	2,560·02
6	Eastern Bengal	1 6″	2-1-62	552·93	131·56	†24·29	708·78	911·52	483·85	39·41	1,434·78
	Sara-Sirajganj	5′ 6″	1-7-15	52·96	..	..	52·96	52·96	25·27	..	78·23
	Eastern Bengal	3′ 3⅜″	28-8-77	863·05	7·29	..	870·34	877·63	267·13	9·43	1,154·19
	Cooch Behar State ..	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79

Statement for 1926-27.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Halvad to Malia ..	26·00	..	..		
..	..	Khalipur to Khakhal	17·22	Vijapur to Ambaliasan.	26·00	Indian State lines.	
		Wagrod to Khareda	12·44				
		Vijapur to Ransipur	14·01				
			43·67				
..	..	..	..	..	..		
..	..	..	..	..	..	State lines	* This line is the joint property of Government and the Palanpur Durbar.
..	..	Jambusar to Kavi	17·87	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	
Gambhirpura to Netrang	2·75	..	..	..	..		
..	..	Samri to Delej ..	24·72	..	..	State line.	
..	2·75	..	112·26	..	26·00		
..	..	..	..	Myingyan to Paleik	69·49		
				Nyaungiebin to Madauk.	11·17		
Segyi to Ye-U ..	22·97	..	..	..			
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	Taungdwingyi to Kyaukpadaung.	72·10	State lines	
..	..	..	..	Heho to Tayaw ..	11·16		
Pegu to Kayan ..	36·96	..	..	Kayan to Thongwa	10·54		
..	59·93	..	..	..	174·46		
..	..	Abdulpur to Nawabganj.	55·18	Baripur to Lakshmikantapur.	23·80	State line.	†1·69 miles triple and 22·60 miles quadruple.
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	Dinajpur to Ruhea	47·42	State line.	
..	..	..	..	..	..	Indian State line.	

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1927.				TRACK MILEAGE OPEN ON 31ST MARCH 1927.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6—*concld.*	Eastern Bengal	2′ 6″	18-7-81	31·96	..	..	31·96	31·96	2·42	0·04	34·42
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6	..	..	1,553·74	138·85	24·29	1,716·88	1,926·91	783·04	49·16	2,759·11
7	East Indian	5′ 6″	15-8-54	*2,917·23	823·72	†53·88	3,794·83	4,755·35	1,433·47	158·08	6,346·90
	Hardwar-Dehra ..	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	..	4·78	36·82
	South Bihar	5′ 6″	5-7-99	76·56	2·70	..	79·26	81·96	7·95	..	89·91
	Cawnpore-Burhwal link ..	3′ 3¼″	24-11-96	(*b*) 82·52	..	..	(*b*) 82·52	82·52	12·19	1·17	95·88
	Total—7 ..	..	..	3,108·35	826·42	53·88	3,988·65	4,951·87	1,453·61	164·03	6,569·51
8	Great Indian Peninsula (*c*) ..	5′ 6″	18-4-53	2,386·19	780·38	29·51 (quadruple).	3,196·08	4,065·01	990·98	112·64	5,167·73
	Bhopal-Ujjain	5′ 6″	11-11-95	113·29	..	..	113·29	113·29	9·24	..	122·53
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	10·71	..	157·78
	Dhond-Baramati	2′ 6″	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96
	Ellichpur Yeotmal ..	2′ 6″	1-12-13	117·66	..	..	117·66	117·66	10·19	0·17	128·02
	Pachora-Jamner	2′ 6″	1-4-18	34·76	..	..	34·76	34·76	2·06	0·85	37·67
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·18	0·54	23·55
	Matheran Light	2′ 0″	22-3-07	12·61	..	..	12·61	12·61	1·05	0·18	13·84
	Total—8 ..	..	..	2,860·67	780·38	29·51	3,670·56	4,539·49	1,025·76	114·83	5,680·08
9	Jodhpur	3′ 3¼″	24-6-82	617·66	..	..	617·66	617·66	84·4	7·87	709·95
	Jodhpur-Hyderabad (British Section).	3′ 3¼″	18-8-92	123·98	..	..	123·98	123·98	32·35	4·00	160·33
	Mirpur Khas-Jhudo ..	3′ 3¼″	18-4-05	50·43	..	..	50·43	50·43	3·68	0·58	54·69
	Mirpur Khas-Khadro ..	3′ 3¼″	1-1-12	49·50	..	..	49·50	49·50	3·14	0·46	53·10
	Pipar-Bilara Light	2′ 0″	25-10-11	25·25	..	..	25·25	25·25	0·43	0·34	26·02
	Total—9 ..	..	..	866·82	..	..	866·82	866·82	124·02	13·25	1,004·09

Statement for 1926-27—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Krishnagar city to Nabad wip Ghat.	6·71	....	..	....	..	State line.	
..	..	....	..	....	..	Branch line under rebate terms.	
..	6·71	....	55·18	....	71·22		
Bhagalpur to Mandar Hill.	‡31·13			Dalmau to Dariapur	‡15·60	State line.	* Including 16·79 miles of mixed (5′ 6″and 3′3⅜″) gauge line between Burhwal and Barabanki, †31·59 miles triple, 17·29 miles quadruple, 3·26 miles quintuple and 1·74 miles sextuple. ‡This is relaying of line dismantled during the war. §Although a leased line, it is for convenience treated as a State line.
Chandrapura to Gomoh.	(*a*)10·02			Rikhikesh Road to Rikhikesh.	7·12		
Ganj Khwaja Diversion	2·42	Karimati to Hutar	146·75				
				Calcutta Chord ..	10·53		
				Daltonganj to Barkakhana.	113·25		
				Anuppur to Karimati.	40·00		
..	..	..	..	..	..	Branch line under guarantee terms.	|| Under running power agreement, the B. and N.-W. Railway Company, run and haul their trains and traffic over this line. (*a*) Opened for goods traffic only. (*b*) Including the mixed gauge line referred to in the note marked with * above also 2·18 miles of E. I. Railway metre gauge line at Benares.
..	..	..	..	..	..	Leased line.§	
..	..	..	..	..	..	|| State line.	
..	43·57	..	146·75	..	186·50		
..	..	..	..	Agra to Bah ..	43·19	State line.	
				Chambur to Mandala	2·73		
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	(*c*) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (a part of this line is owned by the Bhopal Durbar) and Cawnpore Banda Railways.
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	45·92		
..	..	..	..	Samdari to Jalore	38·44	Indian State line.	
..	..	..	..		.	State line.	
..	..	..		..	..	Lines subsidized by the Government of India.(*d*)	(*d*) Receives land only from Government.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	38·44		

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1927.				TRACK MILEAGE OPEN ON 31ST MARCH 1927.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10	Madras and Southern Mahratta	5′ 6″	1-7-56	996·61	44·48	..	1,041·09	1,085·57	232·18	7·31	1,325·06
	Kolar Gold-fields ..	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	4·35	1·52	15·75
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·17	..	22·58
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	1,519·56	..	..	1,519·56	1,519·56	180·99	1·53	1,702·08
	Alnavar-Dandeli (Provincial)..	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar	3′ 3⅜″	11-8-84	209·98	..	..	209·98	209·98	26·86	..	236·84
	Bezwada-Masulipatam ..	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	7·24	..	59·04
	Dhone-Kurnool	3′ 3⅜″	1-1-09	32·00	..	..	32·00	32·00	1·96	..	33·96
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·62	..	..	51·62	51·62	4·34	..	55·96
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese ..	3′ 3⅜″	17-1-87	51·10	..	..	51·10	51·10	16·38	..	67·48
	Total—10 ..	..	..	2,997·25	44·48	.	3,041·73	3,086·21	479·74	10·36	3,576·31
11	Nizam's Guaranteed State ..	5′ 6″	9-10-74	330·13	..	..	330·13	330·13	59·85	10·92	400·90
	Bezwada Extension ..	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·45	..	22·92
	Kazipet-Belharshah ..	5′ 6″	1-2-24	57·78	..	..	57·78	57·78	3·46	..	61·24
	Karipalli-Kothagudam ..	5 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley ..	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	59·85	1·89	455·93
	Secunderabad Gadwal ..	3 3⅜″	1-2-16	135·76	9·28	..	145·04	154·32	13·55	..	167·87
	Total—11 ..	..	..	997·08	17·82	..	1,014·90	1,032·72	140·34	12·81	1,185·87
12	North Western	5′ 6′	13-5-61	*3,552·89	878·90	..	*4,431·79	5,310·69	1,453·60	151·40	6,915·69
	Amritsar-Patti	5′ 6″	21-9-06	54·30	..	..	54·30	54·30	7·40	..	61·70
	Bahawalnagar-Cholistan ..	5′ 6″	..	..	..	..	..	..	..	..	..
	Jind Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·14	0·86	28·94
	Jullundur-Mukerian ..	5′ 6″	1-1-15	44·90	..	..	44·90	44·90	3·90	..	48·80
	Phagwara-Rahon	5′ 6″	1-4-15	45·40	..	..	45·40	45·40	5·11	..	50.51

Statement for 1926-27—contd.

RAILWAYS.—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Coconada to Kotipalle.	27·03	Nidadavolu to Narasapur.	47·01	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	District Board line.	
..	..	..	..	Kanivihalli to Swamihalli.	12·00	State lines.	
				Gudivada to Bhimavaram.	40·90		
				Hotgi to Sholapur..	9·65		
				Guntur to Macherla	80·44		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Foreign line.	
..	..	..	27·03	..	190·00		
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	..	..	..	..	State line.	
..	..	..	..	Belharshah to Ramgundum.	87·90	Indian State line.	
Karepalli to Kothagudam.	24·52	Kothagudam to Ramaram.	1·99	..	..	Indian State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	..	..	Allumpur Road to Kurnool.	7·84	Indian State line.	
..	24·52	..	1·99	..	95·74		
				Amritsar to Narowal	39·82	State line.	
				Jessar to Chak Amru	26·50		
				New Delhi Capital Works.	4·79		
Landikotal to Landikhana.	5·27	..	..	Lyallpur to Jaranwala.	20·64		
Shahdara to Narowal.	47·73			Rohtak to Panipat	44·21		
				Chiniot to Chak Jhumra	20·73		
		..	..	..	..	Branch line under rebate terms.	
..	..	..	..	Bahawalnagar to Cholistan.	63·24	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	*Includes 51·95 miles of the Mirjawa Duzdap section worked by the N. W. Ry. at the cost of the Military Department.
..	..	..	..	..	..		

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1927.				TRACK MILEAGE OPEN ON 31ST MARCH 1927.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12 *concld.*	Jammu and Kashmir (Indian State Section).	5′ 6″	15-3-90	16·01	..	..	16·01	16·01	3·08	..	19·09
	Khanpur-Chachran ..	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81
	Ludhiana-Dhuri-Jakhal ..	5′ 6″	10-4-01	78·65	..	..	78·65	78·65	5·89	..	84·54
	Mandra-Bhaun ..	5′ 6″	1-5-15	46·38	..	..	46·38	46·38	3·92	0·23	50·53
	Rajpura-Bhatinda	5′ 6″	1-11-84	108·56	..	..	108·56	108·56	21·33	0·02	129·91
	Sialkot-Narowal	5′ 6″	10-11-15	38·16	..	..	38·16	38·16	4·04	..	42·20
	Sirhind Rupar	5′ 6″	..	..	..	..	..	..	..	..	..
	Southern Punjab (Main line)	5′ 6″	10-11-97	427·11	0·52	..	427·63	428·15	82·42	0·58	511·15
	,, ,, Jullundur Doab ..	5′ 6″	23-6-12	132·79	..	..	132·79	132·79	17·13	..	149·92
	,, ,, Ludhiana Extension ..	5′ 6″	10-6-05	153·35	..	..	153·35	153·35	24·98	..	178·33
	,, ,, Sutlej Valley ..	5′ 6″	6-7-10	212·78	..	..	212·78	212·78	23·45	..	236·23
	Jacobabad-Kashmor ..	2′ 6″	1-12-14	76·70	..	..	76·70	76·70	3·98	..	80·68
	Kalka-Simla	2′ 6″	9-11-03	59·92	..	..	59·92	59·92	8·30	1·75	69·97
	Kangra Valley	2′ 6″	..	..	..	..	..	..	..	..	..
	Zhob Valley (Khanai-Hindubagh).	2′ 6″	1-1-21	46·00	..	..	46·00	46·00	6·67	18·87	71·54
	Kohat-Thal	2′ 6″	1-4-03	61·75	..	..	61·75	61·75	10·33	0·13	72·21
	Larkana-Jacobabad ..	2′ 6″	16-2-22	53·24	..	..	53·24	53·24	3·15	..	56·39
	Trans Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	161·70	..	..	161·70	161·70	15·81	19·91	197·42
	Dera Ismail Khan Tank Decauville.	2′ 0″	12-3-20	42·00	..	..	42·00	42·00	3·09	..	45·09
	Total—12 ..	..	..	5,460·51	879·42	..	6,339·93	7,219·35	1,712·55	193·75	9,125·65
13	Rohilkund and Kumaon ..	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	33·90	2·46	295·08
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	60·99	10·08	384·29
	Total—13 ..	..	..	569·62	1·16	..	570·78	571·94	94·89	12·54	679 37
14	South Indian	5′ 6″	23-5-60	463·48	..	..	463·48	463·48	83·25	1·39	548·12
	Soramangalam-Salem ..	5′ 6″	1-6-17	3·86	..	..	3·86	3·86	2·05	..	5·91
	South Indian	3′ 3⅜″	15-7-61	889·13	..	..	889·13	889·13	198·73	15·33	103·19

Statement for 1926-27—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	Sirhind to Rupar ..	30·00	Indian State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	
..	..	..	..	Pathankot to Shanon	103·00		
..	..	..	..	Hindubagh to Kila Saifullah.	38·85		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	53·00	..	..	..	391·78		
.	..	..	..	..	..	Line subsidized by the Government of India.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
Shoranur to Angadipuram.	17·54	..	..	Angadipuram to Nilambur.	23·96	State line.	
..	..	..	..	..	..	District Board line.	
Mayavaram to Tranquebar.	18·21	..	..	Villupuram to Trichinopoly.	103·47	State line.	
				Virudunagar to Tenkasi.	75·22		
				Madura to Bodinaickanur.	55·19		
				Dindigul to Pollachi	74·91		
				Cuddalore to Vriddhachalam.	35·00		

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1927.				TRACK MILEAGE OPEN ON 31ST MARCH 1927.			
				Single line.	Double line.	Treble line etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
14 *concld.*	Nilgiri	3′ 3½″	15-6-99	28·96	..	..	28·96	28·96	4·56	..	33·52
	Peralam-Karaikkal ..	3′ 3½″	14-3-98	14·65	..	..	14·65	14·66	2·13	..	16·78
	Podanur-Pollachi ..	3′ 3½″	15-10-15	25·04	..	..	25·04	25·04	2·55	..	27·59
	Pondicherry	3′ 3½″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·22	10·21
	Shoranur-Cochin ..	3′ 3½″	2-6-02	64·75	..	..	64·75	64·75	9·82	1·81	76·38
	Tanjore District Board ..	3′ 3½″	2-4-94	130·98	..	..	130·98	130·98	16·97	0·50	148·45
	Tinnevelly-Tiruchendur ..	3′ 3½″	24-2-23	38·18	..	..	38·18	38·18	2·35	..	40·53
	Travancore (British Section)	3′ 3½″	1-6-02	50·41	..	..	50·41	146·37	19·49	..	165·86
	Travancore (Indian State Section)	3′ 3½″	1-6-04	95·96	..	..	95·96				
	Morappur-Hosur ..	2′ 6″	18-1-06	73·30	..	..	73·30	73·30	4·40	..	77·70
	Tirupattur-Krishnagiri ..	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total—14 .	..	..	1,911·93	..	..	1,911·93	1,911·93	350·95	*19·25	2,282·13
	Total Class I ..	..	..	31,625·48	3,379·33	127·14	35,131·95	38,865·94	8,638·96	992·62	48,497·52

Statement for 1926-27—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State Line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	District Board lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	35·75	..		..	372·75		*Includes 0·62 broad gauge and 8·05 metre gauge miles of Permanent way in sidings outside Company's limits worked by private owners.
..	368·52	..	360·64	..	1,998·96	—	

8.—*Mileage Statement for 1926-27*—contd.

CLASS II RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1927.	TRACK MILEAGE OPEN ON 31ST MARCH 1927.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS II RAILWAYS.								
1	Barsi Light	2′ 6″	1-3-97	117·65	117·65	15·04	132·69	Line subsidized by the Government of India.*	*Receives land only from Government.
2	Bengal Dooars	3′ 3⅜″	15-1-03	35·06	35·06	5·52	40·58	Line subsidized by District Board.	
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·05	121·05	17·08	138·13	Line subsidized by the Government of India.*	
	Total—2 ..	..	..	156·11	156·11	22·60	178·71		
3	Bhavnagar State	3′ 3⅜″	20-12-80	283·99	283·99	42·91	326·90	Indian State Lines.	
4	Bikaner State	3′ 3⅜″	9-12-91	619·15	619·15	54·39	673·54		
5	Darjeeling-Himalayan	2′ 0″	23-8-80	51·00†	51·07	10·56	61·63	Line subsidized by Local Government.	†Of this 0·07 mile is double line.
	Darjeeling-Himalayan Extensions.	2′ 0″	16-3-14	95·44	95·44	4·15	99·59	Branch line under rebate terms.	
	Total—5 ..	..	..	146·44	146·51	14·71	161·22		
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	33·94	119·96	Line subsidized by Local Government.	
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	19·76	25·26	Unassisted Company's line.	
	Total—6 ..	..	..	91·52	91·52	53·70	145·22		
7	Gaekwar's Baroda State ..	2′ 6″	8-4-73	318·50	318·50	50·30	368·80		
	Bodeli Chhota Udeipur ..	2′ 6″	1-12-17	22·67	22·67	1·61	24·28		
	Total—7 ..	..	..	341·17	341·17	51·91	393·08		
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	13·07	119·31	Indian State lines.	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·21	46·21	7·50	53·71		
	Khijadiya-Dhari ..	3′ 3⅜″	1-3-13	37·22	37·22	4·47	41·69		
	Total—8 ..	..	..	189·67	189·67	25·04	214·71		
9	Howrah-Amta Light ..	2′ 0″	1-7-97	43·87	43·87	6·26	50·13	Line subsidized by District Board.	‡Includes 3·93 miles, Jamnagar to Bedi Bunder, worked for goods traffic only.
10	Jamnagar and Dwarka ..	3′ 3⅜″	7-11-22	65·92	65·92	3·65	69·57	Branch line under guarantee and rebate terms.	
	Rajkot-Jamnagar ..	3′ 3⅜″	8-4-97	‡54·22	‡54·22	7·61	61·83		
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	3·48	40·69		§Includes 0·73 mile of Dungarpur quarry line and 0·80 miles Veraval Dock Estate worked for goods traffic only.
	Total—10 ..	..	..	157·35	157·35	14·74	172·09		
11	Junagad State	3′ 3⅜″	1-9-88	148·10§	148·10§	16·62	164·72	Indian state lines.	
12	Morvi	3′ 3⅜″	4-3-05	102·33	102·33	13·81	116·14		
13	Mysore	3′ 3⅜″	1-12-99	285·46	285·46	33·21	318·67		
14	Shahdara (Delhi)-Saharanpur Light.	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.¶	¶Receives land only from Government.
	Total Class II ..	..	..	2,775·31	2,775·38	373·56	3,148·94		

8.—*Mileage Statement for 1926-27*—contd.

CLASS II RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
						Barsi Light—		
						Pandharpur to Miraj.	2′ 6″	84·32
						Bikaner State—		
						Hanumangarh to Nohar.	3′ 3⅜″	45·60
Bikaner State—			*Bikaner State—*					
Sriganganagar to Kesrisinghpur.	3′ 3⅜″	15·26	Nohar to Sisla	3′ 3⅜″	75·00	Kesrisinghpur to Raisinghnagar.	3′ 3⅜″	33·98
						Bhavnagar State—		
						Rajula Road to Rajula.	3′ 3⅜″	5·71
						Gaekwar's Baroda State—		
			Sarupsar to Anupgarh ..	3′ 3⅜″	35·00	Zankhvav to Umerpada	2′ 6″	13·17
Morvi—								
Than to Chotila ..	3′ 3⅜″	12·56			110·00			
Gaekwar's Baroda State—			*Gaekwar's Baroda State—*			*Junagad State—*		
Kala Amba to Dungarda	2′ 6″	2·14	Mahuva to Anaval ..	2′ 6″	17·91	Prachi Road to Jamwala.	3′ 3⅜″	7·50
			Umerpada to Bardipada	2′ 6″	9·40			
			Navsari to Kamrej ..	2′ 6″	26·25			
					53·56			
Mysore—								
Nanjangud to Chamarajanagar.	3′ 3⅜″	22·29	*Gondal—*					
			Sidsar to Patan	3′ 3⅜″	7·85	*Mysore—*		
						Shimoga to Ragihosahalli.	3′ 3⅜″	15·96
			Junagad State—					
			Jamwala to Una ..	3′ 3⅜″	22·08			
			Jamnagar and Dwarka—					
			Khambalia to Saliya ..	3′ 3⅜″	8·96			
			Mysore—					
			Ragihosahalli to Arasalu	3′ 3⅜″	7·84			
			Chamarajanagar to Hardanhalli.	3′ 3⅜″	4·83			
					12·67			
Total Class II ..	..	52·25	....	..	215·12	....		209·24

8.—*Mileage Statement for 1926-27*—concld.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1927.	TRACK MILEAGE OPEN ON 31ST MARCH 1927.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS.								
1	Aden	3′ 3½″	1-1-16	28·75	28·75	4·43	33·18	State Line.	
2	Ahmadpur-Katwa ..	2′ 6″	30-5-17	32·26	32·67	1·94	34·61	Branch Lines under guarantee terms.	
3	Araken Light	2′ 6″	15-2-19	*	*	*	*		* Closed for all kind of traffic with effect from 1-6-26.
4	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·00	70·16	Line subsidized by District Board.	
5	Bangalore-Chik Ballapur Light.	2′ 6″	15-9-14	38·69	38·69	†	38·69	Line guaranteed by Indian State.	† Included with Kolar District Ry.
6	Bankura-Damoodar River ..	2′ 6″	15-12-16	59·95	60·33	5·61	65·94	Branch line under guarantee terms.	
7	Barasat-Basirhat Light ..	2′ 6″	1-2-05	52·24	52·24	4·57	56·81	Line subsidized by District Board.	
8	Bengal-Provincial ..	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.	
	Deoghara-Jamalpurgunj ..	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.	
	Total—8 ..	..	..	41·58	41·58	3·08	44·66		
9	Bukhtiarpur-Bihar Light ..	2′ 6″	1-7-03	33·00	33·00	2·87	35·87	Line subsidized by District Board.	
10	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·86	2·73	35·59	Branch line under guarantee terms.	
11	Cutch State	2′ 6″	18-5-05	36·78	36·78	2·70	39·48	Indian State line.	
12	Dehri-Rohtas Light ..	2′ 6″	6-2-11	23·83	23·83	5·30	29·13	Line subsidized by the Government of India.	
13	Dholpur-Bari	2′ 6″	24-2-08	36·38	36·38	4·67	41·05	Indian State lines.	‡ Although for convenience classed as an Indian State railway this line is the property of Govt.
	Mohari-Baraoli‡ ..	2′ 6″	10-2-17	15·25	15·25	0·79	16·04		
	Total—13 ..	..	..	51·63	51·63	5·46	57·09		
14	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.	
15	Gwalior Light	2′ 0″	2-12-99	253·20	253·20	21·71	274·91	Indian State line.	
16	Howrah-Sheakhala Light ..	2′ 0″	2-8-97	19·75	19·75	1·34	21·09	Line subsidized by District Board.	
17	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Coy.'s line.	
18	Jessore-Jhenidah ..	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	Line subsidized by District Board.	
19	Jorhat (Provincial) ..	2′ 0″	13-9-83	32·50	32·50	..	32·50	State line.	
20	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·03	31·45	Branch line under guarantee terms.	

8.—*Mileage Statement for 1926-27*—concld.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1927.	TRACK MILEAGE OPEN ON 31ST MARCH 1927.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS.								
21	Kolar District	2′ 6″	15-12-13	63·51	63·51	4·60	68·11	Indian State line.	
22	Kulasekarapatnam Light ..	2′ 0″	18-7-15	25·25	25·25	..	25·25	Unassisted Coy.'s line.	
23	Porbandar State	3′ 3⅜″	1-10-89	§41·29	§41·29	7·62	48·91	Indian State line.	§Includes 1·55 miles of Porbander Dock Estate line and 3·70 miles of Ranavao quarry line worked for goods traffic only.
24	Tarikere-Narasimharajapura	2′ 0″	15-1-15	26·70	26·70	2·50	29·20	Indian State line.	
25	Tezpore-Balipara Light ..	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Subsidized by District Board.	
26	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·20	2·57	Unassisted Coy.'s line.	
27	Udaipur-Chitorgarh ..	3′ 3⅜″	1-8-95	67·30	67·30	5·08	72·38	Indian State line.	
	Total Class III ..	..	..	1,141·62	1,142·97	96·84	1,239·81		

ROUTE MILEAGE OPENED DURING THE YEAR 1926-27.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1927.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
			Singri-Panchnoi River Light—			*Cutch State*—		
			Singri to Panchnoi	2′ 6″	20·12	Anjar to Bachau	2′ 6″	23·75
..	..		*Tirupati-Tiruchanur Light*—			*Dehri Rohtas Light*—		
			Tirupati to Tiruchanur ..	2′ 0″	3·00	Akbarpore Extension.	2′ 6″	1·68
						Dholpur-Bari—		
						Dholpur to Rajakhera.	2′ 6″	22·34
Total Class III ..	..	..	..	..	23·12	....	..	47·77

9. *Description of Class I Railways worked during the year 1926-27.*

Railway.	Mean Mileage worked.	‡Number of Stations.	Total length of gradients (in miles).					Steepest gradient worked.		Maximum Degree of Curvature and Radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees.)
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Length.	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal Nagpur .	2,076·0	379	*Nil.*	8·11	186·3	775·1	177·2	2·30	1 in 60	5·75	1,000	16·0	14·8
Bombay, Baroda and Central India.	1,323·4	241	*Nil.*	1·35	0·48	261·3	96·5	0·88	1 in 80	5·73	1,000	13·8	18·2
Eastern Bengal .	717·9	204	*Nil.*	*Nil.*	0·64	0·34	10·3	0·64	1 in 100	6·00	955	13·5	10·9
East Indian .	4,079·9	758	0·15	22·6	60·1	231·2	110·9	0·15	1 in 50	8·00	712	14·6	8·80
Great Indian Peninsula.	3,531·3	562	19·7	8·74	74·9	863·9	350·8	0·16	1 in 34	6·20	924	27·0	16·7
Madras and Southern Mahratta.	1,079·1	224	*Nil.*	13·3	34·1	163·4	91·9	0·80	1 in 60	7·00	818	21·4	11
Nizam's Guaranteed State.	413·2	64	*Nil.*	*Nil.*	80·4	156·6	20·3	2·52	1 in 100	5·73	1,000	8·00	15·8
North Western .	5,804·8	916	102·5	118·9	240·9	276·3	212·3	6·54	1 in 25	12·6	455	12·4	13·6
South Indian .	584·5	94	*Nil.*	8·12	28·5	113·0	46·8	1·57	1 in 62	8·19	700	39·3	21·2
Total .	19,610·1	3,442	122·4	181·1	706·3	2,841·1	1,117·0	..	..	..	..	..	..
3′ 3½″ GAUGE.													
Assam Bengal .	1,072·3	229	10·2	47·8	37·0	127·7	31·9	10·1	1 in 37	15·0	382	16·5	35·0
Bengal and North Western.	2,166·2	369	0·11	1·52	3·73	8·70	8·86	0·11	1 in 50	8·73	656	10·2	7·99
Bombay, Baroda and Central India.	2,454·3	390	3·40	0·48	19·4	394·5	236·6	3·40	1 in 40	8·00	716	9·55	10·3
Burma. . .	1,833·2	402	100·5	46·5	72·0	193·7	170·4	23·8	1 in 25	17·0	337	14·9	35·9
Eastern Bengal .	945·7	176	0·34	0·52	2·92	43·2	40·1	0·34	1 in 50	14·3	400	9·60	11·0
East Indian . .	65·7	21	*Nil.*	*Nil.*	*Nil.*	0·65	2·80	0·65	1 in 200	7·67	748	14·7	11·6
Jodhpur . .	841·3	126	*Nil.*	*Nil.*	*Nil.*	169·1	65·8	1·17	1 in 130	8·00	716	8·92	11·8
Madras and Southern Mahratta.	1,969·4	304	16·3	44·3	651·8	323·7	119·2	2·00	1 in 40	10·0	573	21·0	35·4
Nizam's Guaranteed State.	581·0	101	*Nil.*	*Nil.*	*Nil.*	323·8	22·2	5·50	1 in 133	4·00	1,433	13·8	15·4
Rohilkund and Kumaon.	562·5	102	*Nil.*	4·85	8·44	13·9	23·6	3·31	1 in 70	12·0	479	8·70	8·22
South Indian .	1,334·0	358	23·6	44·8	48·9	197·6	87·1	7·74	1 in 50	11·5	500	19·9	18·3
Total .	13,825·6	2,578	154·5	190·8	844·2	1,796·6	808·6	..	..	..	..	..	..
2′ 6″ AND 2′ 0″ GAUGES.													
Bengal Nagpur .	939·7	136	0·51	44·2	152·5	195·5	48·7	0·51	1 in 50	14·0	409	18·8	39·1
Bombay, Baroda and Central India.	169·5	45	4·62	0·99	23·5	31·1	1·94	1·99	1 in 40	4·00	1,433	13·3	45·0
Eastern Bengal .	50·1	17	*Nil.*	*Nil.*	0·12	0·23	0·33	0·12	1 in 100	15·0	382	25·0	42·3
Great Indian Peninsula.	†201·5	37	0·76	1·24	50·8	48·9	14·2	0·76	1 in 25	12·0	478	19·2	42·2
Jodhpur . . .	25·3	4	*Nil.*	*Nil.*	0·66	2·75	3·33	0·68	1 in 100	12·0	478	5·95	16·4
North Western. 2′ 6″	459·3	71	57·6	17·9	74·2	61·7	23·8	0·02	1 in 26	52·1	110	17·7	143·9
North Western. 2′ 0″	42·0	7	*Nil.*	0·16	0·26	1·35	2·50	0·08	1 in 60	*	*	*	*
South Indian .	98·7	15	*Nil.*	32·6	9·81	19·7	2·40	2·96	1 in 67	6·00	955	30·2	62·2
Total .	1,986·1	332	63·5	97·1	311·9	361·2	105·7	..	..	..	..	..	..

* Information not available.
† Excludes 12·6 miles of the Matheran Light Railway, for which other particulars are not available.
‡ Excludes block huts, branch booking offices and out agencies.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927.

A.—Locomotives and Rail Motors, etc.

Railway.	Locomotives.				Rail motors.		Steam coaches.		Electric motor coaches.*		
	Tender.	Tank.	Total.	Total tractive effort. lbs.	No.	Seats.	No.	Seats.	No.	3rd class seats.	Average weight in tons.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal-Nagpur	685	84	769	18,875,130	..	..	2	208	..	..	..
Bombay, Baroda and Central India	376	66	442	10,055,789	..	..	..	..	..	..	..
Eastern Bengal	261	75	336	6,521,144	..	..	..	..	..	..	..
East Indian	1,290	344	1,634	32,470,449	..	..	..	..	..	..	..
Great Indian Peninsula	1,054	202	1,256	29,143,756	..	..	1	50	33	2,848	68·9
Madras and Southern Mahratta	261	52	313	6,978,225	2	168	..	..	..	..	..
Nizam's Guaranteed State	75	4	79	1,559,968	..	..	..	..	..	..	..
North Western	1,311	86	1,397	29,976,137	..	..	4	341	..	..	..
South Indian	139	10	149	2,865,013	..	..	..	..	..	..	..
Total	5,452	923	6,375	138,445,611	2	168	7	599	33	2,848	68·9
3′ 3½″ gauge.											
Assam-Bengal	150	15	165	2,060,739	..	..	..	..	..	..	..
Bengal and North-Western	341	10	351	3,912,692	..	..	..	..	..	..	..
Bombay, Baroda and Central India	470	52	522	5,890,730	..	..	..	..	..	..	..
Burma	321	58	379	5,312,785	..	..	..	..	..	..	..
Eastern Bengal	230	4	234	3,220,019	..	..	..	..	..	..	..
Jodhpur	101	3	104	1,281,125	..	..	..	..	..	..	..
Madras and Southern Mahratta	341	14	355	4,899,976	..	..	..	..	..	..	..
Nizam's Guaranteed State	70	12	82	1,120,784	..	..	..	..	..	..	..
Rohilkund and Kumaon	70	2	72	860,736	..	..	..	..	..	..	..
South Indian	318	78	396	4,771,141	4	236	..	..	..	..	..
Total	2,412	248	2,660	33,330,727	4	236	..	..	..	..	..
2′ 6″ gauge.			Number								
Bengal-Nagpur	..	..	134	1,796,969	..	..	3	123	..	..	..
Bombay, Baroda and Central India	..	..	19	176,147	..	..	..	..	..	..	..
Eastern Bengal	..	..	10	38,233	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	19	256,216	..	..	..	..	..	..	..
North Western	..	..	99	1,246,613	13	83	..	..	..	..	..
South Indian	..	..	11	138,009	..	..	..	..	..	..	..
Total	..	..	292	3,652,187	13	83	3	123	..	..	..
2′ 0″ gauge.											
Bengal-Nagpur	..	..	17	65,501	..	..	..	..	..	..	..
Jodhpur	..	..	2	7,159	..	..	..	..	..	..	..
North Western	..	..	17	93,840	..	..	..	..	..	..	..
Total	..	..	36	166,500	..	..	..	..	..	..	..

*Motor coach composites.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927— contd.

B.—Coaching Stock.

Railway.	Passenger Carriages of uniform class.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ gauge.										
Bengal-Nagpur	420	191	340	3,330	37,108	301	276	414	1,236	11,484
Bombay, Baroda and Central India	405	123	1,881	..	43,034	55	..	544	..	2,112
Eastern Bengal	219	469	93	798	23,727	53	60	72	371	1,532
East Indian	1,009	1,080	1,680	8,220	93,928	765	976	1,652	2,146	30,666
Great Indian Peninsula	547	1,227	1,351	57	50,278	502	510	2,154	44	18,221
Madras and Southern Mahratta	167	38	216	..	18,193	277	80	346	108	11,808
Nizam's Guaranteed State	39	..	..	..	5,178	37	60	265	..	1,204
North Western	858	240	389	3,408	91,869	459	218	540	2,182	18,294
South Indian	94	..	104	..	8,790	54	44	46	..	2,808
Total	3,758	3,368	6,054	15,813	372,105	2,503	2,224	6,033	6,087	98,129
3′ 3⅜″ gauge.										
Assam-Bengal	204	..	..	..	14,397	..	..	..	..	..
Bengal and North-Western	375	..	..	176	34,048	665	312	576	1,352	23,552
Bombay, Baroda and Central India	715	48	70	..	53,442	419	372	660	107	8,796
Burma	338	36	..	..	23,320	232	172	218	..	7,493
Eastern Bengal	273	228	..	436	18,466	155	322	24	428	3,188
Jodhpur	55	12	..	132	4,217	62	60	116	437	840
Madras and Southern Mahratta	304	128	243	..	18,942	241	176	300	..	5,820
Nizam's Guaranteed State	41	..	..	..	3,953	62	108	240	..	2,021
Rohilkund and Kumaon	73	..	..	..	6,776	112	96	78	66	3,536
South Indian	685	542	477	..	42,240	189	36	288	..	5,383
Total	3,063	994	790	744	219,801	2,137	1,654	2,500	2,390	60,29

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927—contd.

B.—Coaching Stock—contd.

Railway.	Composite passenger carriages excluding those fitted with brake van or mail accommodation.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
	12	13	14	15	16	17	18	19	20	21
5′ 6″ GAUGE.										
Bengal-Nagpur	77	894	1,146	533	1,089	57	282	452	154	296
Bombay, Baroda and Central India	122	1,881	3,085	150	1,812	22	110	330	..	..
Eastern Bengal	163	1,367	2,176	5,861	6,197	26	212	288	96	104
East Indian	434	2,718	5,173	10,635	13,946	151	667	969	1,212	1,614
Great Indian Peninsula	225	2,519	4,598	1,191	3,608	50	311	574	72	77
Madras and Southern Mahratta	99	438	1,392	1,104	3,371	54	220	384	119	203
Nizam's Guaranteed State	15	180	572	..	36	9	54	117	..	..
North Western	662	4,298	6,056	12,594	30,369	99	522	636	469	865
South Indian	49	511	1,170	..	1,136	5	32	50	..	..
Total	1,846	14,806	25,368	32,068	61,564	473	2,410	3,800	2,122	3,159
3′ 3⅜″ GAUGE.										
Assam-Bengal	133	1,110	994	906	1,813	..	..	..	..	..
Bengal and North-Western	61	390	576	954	954	97	384	393	460	964
Bombay, Baroda and Central India	127	1,050	1,203	231	1,609	45	258	258	24	29
Burma	131	940	1,996	..	1,757	21	126	168	..	..
Eastern Bengal	123	781	711	1,478	2,090	69	246	246	258	338
Jodhpur	28	124	214	327	662	12	60	72	16	..
Madras and Southern Mahratta	72	268	576	252	1,438	40	160	240	..	..
Nizam's Guaranteed State	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon	19	147	216	182	400	21	73	75	139	139
South Indian	135	905	1,666	135	1,770	37	222	296	..	..
Total	841	5,823	8,407	4,465	12,689	352	1,592	1,886	897	1,470

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927*—contd.

B.—Coaching Stock—contd.

Railway.	Composite passenger carriages with brake van or mail accommodation.										Brake vans, luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (Newspaper, letter sorting).
	Bogies.					*Four-wheelers.*					Bogies.	Four-wheelers.	
	No.	Seats by classes.				No.	Seats by classes.				No.	No.	No.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.			
	22	23	24	25	26	27	28	29	30	31	32	33	34
5′ 6″ gauge.													
Bengal-Nagpur	82	..	..	276	3,967	72	..	..	78	2,284	..	32	9
Bombay, Baroda and Central India.	101	..	..	..	8,457	11	..	..	..	384	25	45	..
Eastern Bengal	138	..	..	1,485	10,828	21	..	..	112	247	..	38	2
East Indian	371	8	10	552	23,918	48	..	..	..	1,873	..	280	4
Great Indian Peninsula	154	8	71	117	7,965	89	..	144	..	2,878	13	165	14
Madras and Southern Mahratta	79	..	..	..	4,119	71	..	..	..	2,124	..	..	..
Nizam's Guaranteed State	12	..	..	..	516	2	..	..	..	72	..	9	..
North Western	329	12	15	..	19,340	1	..	..	..	36	15	297	..
South Indian	59	72	144	..	3,205	7	..	..	..	154	3	..	..
Total	1,325	100	240	2,430	82,315	322	..	144	190	10,052	56	866	29
3′ 3½″ gauge.													
Assam-Bengal	69	..	..	656	1,162	60	..	..	240	..	3	6	..
Bengal and North-Western	30	..	..	..	1,408	21	..	..	..	564	..	..	..
Bombay, Baroda and Central India.	136	..	..	78	6,157	33	..	..	..	674	17	93	..
Burma	149	100	48	..	6,413	30	..	..	..	616	26	..	..
Eastern Bengal	90	..	..	240	3,541	6	..	..	..	96	5	46	2
Jodhpur	32	..	..	..	1,866	4	..	..	..	88	4	15	..
Madras and Southern Mahratta	101	..	..	22	3,474	282	..	..	..	3,439	..	..	..
Nizam's Guaranteed State	20	24	96	..	498	5	..	..	..	168	..	15	..
Rohilkund and Kumaon	19	..	..	129	888	3	..	..	16	68	..	3	..
South Indian	271	20*	58	..	13,139	13	..	..	..	194	6	26	5
Total	917	144	202	1,125	38,546	457	..	..	256	5,907	61	204	7

*Includes 12 dining seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927—contd.

B.—Coaching Stock—*contd.*

Railway.	Military cars.		Dining cars.		Saloons, Royal and State.		Reserved carriages (for use of the public).	
	No.	Seats.	No.	Seats.	Bogies.	Four-wheelers.	Bogies.	Four-wheelers.
					No.	No.	No.	No.
	35	36	37	38	39	40	41	42
5′ 6″ GAUGE.								
Bengal-Nagpur	..	..	12	322	1	..	6	..
Bombay, Baroda and Central India	..	..	*8	†224	‡2	..	5	19
Eastern Bengal	..	..	2	72	2	..	4	3
East Indian	..	..	19	504	17	..	14	..
Great Indian Peninsula	18	1,980	34	1,412	3	..	..	8
Madras and Southern Mahratta	..	..	4	90	2	1	3	2
Nizam's Guaranteed State	..	..	..	..	11	5	4	..
North Western	18	1,188	25	572	18	..	15	..
South Indian	..	..	1	11	1	..	..	..
Total	36	3,168	105	3,207	57	6	51	32
3′ 3½″ GAUGE.								
Assam-Bengal	..	..	1	22	1	2	..	..
Bengal and North-Western	..	..	2	24	1	2	..	8
Bombay, Baroda and Central India	..	..	5	80	§10	§2	8	..
Burma	..	..	2	25	3	..	3	..
Eastern Bengal	..	..	2	30	2	..	1	1
Jodhpur	..	..	3	57	2	..	..	..
Madras and Southern Mahratta	..	..	8	64	2	..	1	10
Nizam's Guaranteed State	..	..	..	..	4	1	1	1
Rohilkund and Kumaon	..	..	1	24	..	..	..	3
South Indian	..	..	6	108	4	..	3	..
Total	..	..	30	434	29	7	17	23

* Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway Funds.
† Excludes the seating capacity of the dining car referred to in * above.
‡ Bogie Saloons built from other than Railway Funds.
§ Includes 7 bogies and one 4-wheeled saloon built from Government Funds.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927—contd.

B.—Coaching Stock—*contd.*

Railway.	Mails (newspaper, letter sorting).	Carriage and *motor* vans.	Horse vans.	Luggage vans.	Miscellaneous (excluding departmental).	Trailor Coaches.				Total coaching vehicles.	Departmental (including officers' carriages).
						Electric.		Steam.			
						No.	Seats.	No.	Seats.		
	43	44	45	46	47	48	49	50	51	52	53
5' 6" GUAGE.											
Bengal-Nagpur	..	67	50	29	5	..	..	..	..	1,220	78
Bombay, Baroda and Central India.	..	51	28	131	*12	..	..	..	..	1,042	17
Eastern Bengal	..	21	32	88	92	..	..	..	..	904	45
East Indian	16	131	180	87	200	..	..	..	..	3,726	303
Great Indian Peninsula	..	116	118	314	54	111	11,104	..	..	2,535	114
Madras and Southern Mahratta	4	36	27	101	2	..	..	..	..	929	67
Nizam's Guaranteed State	1	10	15	..	10	..	..	..	..	179	10
North Western	..	93	208	212	339	..	..	2	80	3,650	203
South Indian	4	23	18	21	..	..	..	..	..	339	21
Total	25	548	676	983	714	111	11,104	2	80	14,524	858
3' 3½" GAUGE.											
Assam-Bengal	..	18	16	11	3	..	..	..	..	527	68
Bengal and North-Western	..	5	30	..	2	..	..	..	..	1,299	16
Bombay, Baroda and Central India.	..	47	71	28	6	..	..	..	..	1,762	40
Burma	..	46	37	31	89	..	..	..	..	1,138	56
Eastern Bengal	1	17	32	98	55	..	..	..	..	978	74
Jodhpur	..	3	8	5	3	..	..	..	..	236	14
Madras and Southern Mahratta	..	35	43	37	14	..	..	..	..	1,190	51
Nizam's Guaranteed State	..	4	12	..	2	..	..	..	..	190	25
Rohilkund and Kumaon	..	3	12	..	4	..	..	..	..	273	8
South Indian	..	38	20	13	59	..	..	..	..	1,510	54
Total	1	216	281	223	237	..	..	..	..	9,103	406

* Includes ten postal vans built from other than Railway Funds.

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927*—contd.

B.—Coaching Stock—concld.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles including brake vans.	Total.	Departmental (including officers' carriages).	Remarks.
	No.	Seats by classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 0" gauge.									
Bengal-Nagpur . . .	391	489	550	1,014	12,248	19	410	18	
Bombay, Baroda and Central India.	57	..	158	..	2,850	..	57	..	
Eastern Bengal . . .	67	70	40	159	1,217	..	67	3	
Great Indian Peninsula . .	44	54	45	..	1,818	2	46	1	
North Western . . .	248	411	561	532	6,740	31	279	12	
South Indian	34	40	..	..	780	..	34	1	
Total .	841	1,064	1,354	1,705	25,653	52	893	35	
2' 0" gauge.									
Bengal-Nagpur . . .	..	..	..	..	..	1	1	..	
Jodhpur	5	6	6	..	110	..	5	..	
North Western . . .	12	5	8	..	246	6	18	6	
Total .	17	11	14	..	356	7	24	6	

10.—*Statement of Equipment showing the actual stock running on Class I*

C.—Goods

Railway.	Covered wagons.					Open wagons (low-sided).					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ gauge.												
Bengal-Nagpur	3,710	4,060	..	..	148,680	245	..	..	..	3,920	1,356	11,326
Bombay, Baroda & Central India.	1,355	4,982	..	..	131,284	11	34	51	170	9,150	687	1,898
Eastern Bengal	3,291	3,689	..	2	129,232	467	421	..	..	15,987	101	159
East Indian	2,018	32,636	..	..	658,753	2,768	*150	..	..	*44,829	2,210	11,742
Great Indian Peninsula.	2,903	7,152	..	1,061	241,130	23	..	..	..	345	2,856	2,869
Madras & Southern Mahratta.	791	3,209	..	..	82,067	158	..	..	..	2,259	279	936
Nizam's Guaranteed State.	..	632	..	..	13,100	..	..	..	..	..	..	1,290
North Western	300	23,366	305	..	522,605	881	1,254	62	..	42,157	181	2,411
South Indian	146	963	..	..	23,382	..	..	..	..	..	97	395
Total	14,514	80,689	305	1,063	1,950,233	4,553	1,859	113	170	118,647	7,767	33,026

Railway.	Covered wagons.					Open wagons (low-sided).					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ gauge												
Assam-Bengal	672	3,482	100	..	45,749	..	..	..	..	..	142	..
Bengal & North-Western.	4,257	4,723	1,138	..	114,802	478	200	28	..	7,038	..	..
Bombay, Baroda & Central India.	750	5,183	473	95	80,804	..	373	516	..	13,471	229	129
Burma	532	5,712	41	128	79,191	1,133	856	..	164	23,589	..	— 1
Eastern Bengal	1,115	1,270	693	754	51,909	540	139	..	2	6,021	..	4
Jodhpur	..	1,531	425	5	20,527	..	..	..	223	4,306	..	96
Madras & Southern Mahratta.	2,242	2,991	127	..	52,053	92	..	..	..	716	..	508
Nizam's Guaranteed State.	..	740	..	..	9,105	..	..	..	..	..	..	231
Rohilkund & Kumaon.	605	653	874	..	29,231	79	150	..	..	2,317	..	..
South Indian	1,355	..	1,504	45	41,866	..	13	..	13	468	430	..
Total	11,528	26,285	5,375	1,027	525,237	2,322	1,731	544	402	57,926	801	1,019

*Includes 150 Broad Gauge coal wagons belonging to B. & N. W. Ry., kept for use on the E. I. Ry. The total

Railways on the 31st March 1927—contd.

Stock.

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.						Travelling Cranes and their dummy trucks.	Brake vans used indiscriminately on passenger, mixed or goods service.	Total goods vehicles.	Railway service vehicles (including inspection trollies).	Road Motors.
					Timber or rail wagons.								
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Tank Wagons.	Miscellaneous Wagons.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27
..	981	317,350	46	10	362	550	146	57	61	595	23,505	128	2
7	..	52,754	1,227	14	2	..	106	225	19	284	11,072	617	10
..	2	5,000	..	5	65	12	81	112	13	123	8,543	159	9
10	..	255,556	45	39	147	300	248	556	60	1,206	54,135	1,328	21
..	220	113,038	3,151	30	318	68	178	18	89	896	21,832	737	17
10	..	23,896	2	31	101	9	85	6	29	273	5,919	368	..
..	..	26,673	..	..	10	..	..	..	4	43	1,979	113	5
..	69	55,675	..	71	148	241	418	15	94	499	30,315	429	7
.	..	10,172	..	13	196	12	7	..	5	86	1,920	176	..
27	1,272	860,114	4,471	213	1,349	1,192	1,269	989	374	4,005	159,220	4,055	71

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.						Travelling Cranes and their dummy trucks.	Brake vans used indiscriminately on passenger, mixed or goods service.	Total goods vehicles.	Railway service vehicles (including inspection trollies).	Road Motors.
					Timber or rail wagons.								
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons	Wagons for explosives.	15 tons and under.	Over 15 tons.	Tank Wagons.	Miscellaneous Wagons.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27
44	..	2,286	20	3	..	144	43	..	18	11	4,679	634	2
..	..	..	..	..	281	80	16	22	23	279	11,525	..	..
480	14	12,596	1,081	29	20	50	25	99	47	182	9,775	574	..
..	4	99	677	9	280	392	56	15	102	203	10,305	78	..
2	4	176	..	3	215	127	26	9	6	60	4,969	208	..
68	..	1,582	..	3	..	..	11	..	2	46	2,410	97	..
73	..	8,204	127	13	192	6	50	734	22	195	7,372	246	..
..	2	3,452	..	.	20	..	4	..	6	38	1,091	129	..
30	..	540	..	2	100	10	..	7	12	57	2,579	2	1
95	328	11,816	..	9	47	90	87	5	15	196	4,232	956	..
792	352	40,751	1,905	71	1,155	899	318	891	253	1,267	58,937	2,924	3

Capacity of these wagons is 2,850.

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1927*—concld.

C.—Goods Stock—*concld.*

Railway.	Goods vehicles.		Railway service vehicles.	Remarks.
	Number.	Total capacity in tons.		
1	2	3	4	5
2' 6" gauge.				
Bengal-Nagpur	1,943	29,850	30	
Bombay, Baroda and Central India	258	2,618	..	
Eastern Bengal	91	424	..	
Great Indian Peninsula	153	2,358	29	
North Western	692	8,411	67	
South Indian	78	765	1†	† Motor Inspection trolly
Total	3,215	44,426	127	
2' 0" gauge.				
Bengal-Nagpur	520	1,352	..	
Jodhpur	8	45	2	
North-Western	112	514	9	
Total	640	1,911	11	

11.—STATEMENT OF NET ADDITIONS TO OR REDUCTIONS OF EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1926-27.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

11.—*Statement of net additions to or reductions of*

Railway.	Locomotives.		Rail motors.		Steam coaches.		Electric motor coaches.	
	No.	Tractive effort (in lbs.).	No.	Seats.	No.	Seats.	No.	Seats.
1	2	3	4	5	6	7	8	9
5′ 6″ gauge.								
Bengal-Nagpur	38	1,129,582	..	..	2	208	..	..
Bombay, Baroda and Central India	—5	—75,522	..	..	..	..	..	..
Eastern Bengal	17	571,713	..	..	..	..	..	..
East Indian	—60	—431,543	..	..	..	..	..	..
Great Indian Peninsula	—41	—411,637	..	..	..	..	21	1,680
Madras and Southern Mahratta	6	434,732	..	..	..	..	..	..
Nizam's Guaranteed State	..	..	..	..	..	..	..	..
North Western	—35	—1,507,212	..	..	3	252	..	..
South Indian	..	..	..	..	..	..	..	..
Total	—130	—289,887	..	..	5	460	21	1,680
3′ 3½″ gauge.								
Assam-Bengal	..	..	..	..	..	..	..	..
Bengal and North-Western	—2	8,570	..	..	..	..	..	..
Bombay, Baroda and Central India	1	16,970	..	..	..	..	..	..
Burma	5	125,662	..	..	..	..	..	..
Eastern Bengal	—1	—11,585	..	..	..	..	..	..
Jodhpur	5	104,125	..	..	..	..	..	..
Madras and Southern Mahratta	—5	46,514	..	..	..	..	..	..
Nizam's Guaranteed State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	—3	—13,107	..	..	..	..	..	..
South Indian	—8	91,158	1	16	..	..	..	..
Total	—8	368,307	1	16	..	..	..	..
2′ 6″ & 2′ 0″ gauges.								
Bengal-Nagpur	1	8,400	..	..	3	123	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	—6,629	..	..	..	..	..	..
Great Indian Peninsula	4	58,496	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
North Western — 2′ 6″	..	..	..	..	..	..	..	..
North Western — 2′ 0″	—1	—5,520	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
Total	4	54,747	..	..	3	123	..	..

equipment of Class I Railways during the year 1926-27.

COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						TRAILER COACHES.				GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).				
Passenger carriages.						*Electric.*		*Steam.*		*Covered wagons.*		*Open wagons.*		
No.	Seats. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles including brake vans.	No.	Seats.	No.	Seats.	No.	Capacity (in tons).	No.	Capacity (in tons).	Other wagons including brake vans.
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
63	210	237	875	3,910	20	..	..	..	..	198	4,368	22	2,565	1
1	—34	141	..	200	20	..	..	..	..	450	11,100	—140	—1,982	44
19	305	46	621	3,029	..	..	..	..	..	..	9,200	—2	354	—13
23	198	362	1,662	5,663	154	..	..	..	..	—454	—4,456	194	4,786	74
8	603	—98	226	4,502	22	72	6,697	..	..	560	13,947	368	10,353	—5
—7	—12	—9	59	—2,233	..	..	..	..	..	—82	—1,005	50	1,114	—1
3	—6	—13	..	560	—3	..	..	..	..	—1	—9	..	—30	..
101	6	135	1,664	9,875	93	..	..	2	80	174	4,272	469	10,726	39
—10	—12	—16	..	—156	1	..	..	..	..	20	1,686	11	525	10
201	1,258	785	5,107	25,350	307	72	6,697	2	80	865	39,112	972	28,411	149
—3	—12	—12	130	—509	1	..	..	..	..	—7	—62	—9	—90	8
38	48	72	34	2,978	..	..	..	..	..	282	3,453	3	48	..
45	60	110	—273	1,723	—33	..	..	..	..	376	6,129	8	220	—6
—1	—15	158	..	847	30	..	..	..	..	227	9,567	437	7,410	32
—1	114	—12	—36	154	..	..	..	..	..	..	—529	—4	—366	—8
10	12	34	91	330	12	..	..	..	..	50	747	17	251	14
16	..	—12	52	2,000	..	..	..	..	..	21	510	—7	1,034	21
..	..	..	..	..	1	..	..	..	..	..	189	..	—11	2
—8	..	..	19	3	..	..	..	..	..	—23	328	..	..	4
—3	—102	114	..	—39	5	..	..	..	..	45	932	29	2,326	21
93	105	452	17	7,487	16	..	..	..	..	971	21,264	474	10,822	88
2	18	18	..	..	..	..	..	..	..	89	1,269	23	391	8
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	4	..	2	..	..	..	..	..	..	1	—4	—22	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—1	18	—2	4	—54	—2	..	..	..	..	—11	—105	—16	—289	22
12	5	8	..	246	6	..	..	..	..	30	158	61	336	21
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	41	28	4	194	4	..	..	..	..	108	1,323	64	416	51

12.—*Statement of Passenger Revenue Statistics*

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds.)					Other traffic.
		1st.	2nd.	Inter.	3rd.	Total.	
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	*1925-26*	*32,7*	*170,0*	*1,051,8*	*19,136,0*	*20,390,5*	*801,7*
	1926-27	32,9	165,7	1,665,4	18,145,6	20,009,6	773,2
Bombay, Baroda and Central India	*1925-26*	*304,4*	*1,496,8*	*26,3*	*56,294,7*	*61,122,2*	*2,246,0*
	1926-27	255,7	3,981,2	27,2	53,736,2	58,000,3	2,235,2
Eastern Bengal	*1925-26*	*104,1*	*425,3*	*3,003,8*	*27,659,8*	*31,193,0*	*1,189,6*
	1926-27	100,7	430,5	3,234,6	27,644,9	31,410,7	1,122,6
East Indian	*1925-26*	*94,6*	*591,6*	*3,985,0*	*64,419,6*	*69,090,8*	*2,614,9*
	1926-27	91,0	583,4	3,945,4	64,688,9	69,308,7	2,680,6
Great Indian Peninsula	*1925-26*	*123,0*	*1,585,3*	*95,4*	*55,380,3*	*57,184,0*	*2,265,3*
	1926-27	147,8	1,911,0	124,0	57,851,5	60,034,3	2,436,8
Madras and Southern Mahratta	*1925-26*	*14,7*	*143,0*	*286,5*	*22,780,9*	*23,225,1*	*1,289,0*
	1926-27	15,3	159,6	317,9	23,948,9	24,421,7	1,294,0
Nizam's Guaranteed State	*1925-26*	*7,0*	*50,9*	*Nil*	*4,234,4*	*4,292,3*	*404,1*
	1926-27	5,5	51,5	*Nil*	4,352,2	4,409,2	403,0
North Western (Commercial)	*1925-26*	*74,9*	*467,6*	*3,455,0*	*73,743,4*	*77,740,9*	*2,811,5*
	1926-27	91,3	736,0	3,571,1	73,833,8	78,232,2	2,833,4
Do. (Military)	*1925-26*	*9,6*	*44,2*	*189,6*	*7,022,1*	*7,265,5*	*1,757,2*
	1926-27	10,5	67,8	182,4	6,925,7	7,186,4	1,807,7
Do. (Total)	*1925-26*	*84,5*	*511,8*	*3,644,6*	*80,765,5*	*85,006,4*	*1,232,0*
	1926-27	101,8	803,8	3,753,5	80,759,5	85,418,6	1,161,1
South Indian	*1925-26*	*8,2*	*77,9*	*Nil*	*8,423,5*	*8,509,6*	*983,5*
	1926-27	7,8	90,1	*Nil*	9,209,6	9,307,5	766,5
TOTAL	*1925-26*	*773,2*	*8,052,6*	*12,093,4*	*339,094,7*	*360,013,9*	†*13,016,1*
	1926-27	758,5	8,156,8	13,068,0	340,337,3	362,320,6	†12,873,0
3′ 3⅜″ GAUGE.							
Assam Bengal	*1925-26*	*14,3*	*37,4*	*188,9*	*10,332,1*	*10,572,7*	*495,6*
	1926-27	16,1	43,1	339,3	11,336,0	11,734,5	495,3
Bengal and North-Western	*1925-26*	*13,6*	*92,2*	*224,3*	*32,418,5*	*32,748,6*	*1,535,5*
	1926-27	14,4	94,8	238,1	34,152,7	34,500,0	1,550,6
Bombay, Baroda and Central India	*1925-26*	*17,7*	*124,1*	*11,6*	*30,571,7*	*30,725,1*	*3,163,4*
	1926-27	17,2	122,6	12,7	29,286,9	29,438,4	3,011,1
Burma	*1925-26*	*90,7*	*655,4*	*Nil*	*35,283,1*	*36,030,2*	*Nil*
	1926-27	92,4	653,7	*Nil*	34,339,9	35,586,0	*Nil*
Eastern Bengal	*1925-26*	*11,7*	*51,0*	*413,3*	*12,367,1*	*12,843,1*	*1,781,7*
	1926-27	10,6	57,1	561,4	12,405,7	13,034,8	1,844,7
Jodhpur	*1925-26*	*2,6*	*19,6*	*108,8*	*2,966,2*	*3,097,2*	*378,1*
	1926-27	2,4	19,8	98,7	2,853,8	2,974,7	408,2
Madras and Southern Mahratta	*1925-26*	*11,5*	*142,3*	*47,3*	*17,557,6*	*17,759,2*	*1,052,9*
	1926-27	10,5	137,7	49,4	17,711,6	17,909,2	993,4
Nizam's Guaranteed State	*1925-26*	*4,3*	*53,4*	*Nil*	*5,448,9*	*5,506,6*	*217,7*
	1926-27	3,8	49,0	*Nil*	5,602,1	5,654,9	219,1
Rohilkund and Kumaon	*1925-26*	*5,9*	*24,9*	*49,5*	*5,212,0*	*5,292,3*	*1,298,0*
	1926-27	5,3	22,1	49,7	6,159,5	6,236,6	261,5
South Indian	*1925-26*	*35,0*	*378,0*	*15,0*	*39,667,3*	*40,095,3*	*735,3*
	1926-27	34,6	393,1	16,9	41,610,8	42,055,4	1,749,5
TOTAL	*1925-26*	*207,3*	*1,579,3*	*1,059,2*	*191,824,5*	*194,676,3*	†*10,658,2*
	1926-27	207,3	1,593,0	1,366,2	195,958,0	199,124,5	†10,533,4
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1925-26*	*2,6*	*13,1*	*52,3*	*3,783,1*	*3,851,1*	*284,7*
	1926-27	2,1	13,1	101,2	3,393,3	3,509,7	248,2
Bombay, Baroda and Central India	*1925-26*	*Nil*	*5,3*	*Nil*	*1,651,5*	*1,656,8*	*187,7*
	1926-27	*Nil*	3,6	*Nil*	1,305,8	1,309,4	160,3
Eastern Bengal	*1925-26*	*1*	*4,2*	*6,4*	*697,2*	*707,9*	*101,6*
	1926-27	1	5,0	14,9	934,5	954,5	124,2
Great Indian Peninsula	*1925-26*	*Nil*	*3,4*	*Nil*	*1,638,4*	*1,641,8*	*211,4*
	1926-27	*Nil*	3,5	*Nil*	1,333,9	1,337,4	174,2
Jodhpur (2′ 0″ GAUGE)	*1925-26*	*Nil*	*3*	*Nil*	*56,6*	*56,9*	*26,0*
	1926-27	*Nil*	3	*Nil*	59,6	59,9	20,5
Morth Western (Commercial, 2′ 6″ gauge)	*1925-26*	*11,8*	*21,5*	*41,6*	*1,081,7*	*1,156,6*	*155,9*
	1926-27	7,2	24,1	39,1	1,035,1	1,105,5	146,0
Do. (Military, 2′ 6″ gauge)	*1925-26*	*4*	*2,8*	*6*	*388,7*	*392,5*	*49,9*
	1926-27	4	3,2	9	391,2	395,7	40,6
Do. (Total, 2′ 6″ gauge)	*1925-26*	*12,2*	*24,3*	*42,2*	*1,470,4*	*1,549,1*	*143,3*
	1926-27	7,6	27,3	40,0	1,426,3	1,501,2	139,5
North Western (Military. 2′ 0″ gauge)	*1925-26*	*	*	*	*	*	*
	1926-27	..	..	..	*35,3*	*35,3*	..
South Indian	*1925-26*	*Nil*	*5*	*Nil*	*559,7*	*560,2*	*49,5*
	1926-27	*Nil*	5	*Nil*	573,1	573,6	77,3
TOTAL	*1925-26*	*14,9*	*51,1*	*100,9*	*9,856,9*	*10,023,8*	†*1,004,3*
	1926-27	9,8	53,3	156,1	9,061,8	9,281,0	†944,2
TOTAL CLASS I RAILWAYS	*1925-26*	*995,4*	*9,683,0*	*13,253,5*	*540,776,1*	*564,708,0*	†*24,678,5*
	1926-27	975,6	9,803,1	14,590,3	545,357,1	570,726,1	†24,350,6

*Information not.

of Class I Railways for the years 1925-26 and 1926-27.

Passengers carried (in hundreds).					Passenger miles (in thousands).					Remarks.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
9	10	11	12	13	14	15	16	17	18	19
37,3	*181,1*	*1,073,9*	*19,899,9*	*21,192,2*	*7,890*	*15,680*	*44,878*	*957,276*	*1,025,724*	
37,8	177,6	1,691,3	18,876,2	20,782,8	8,098	15,978	63,921	929,022	1,017,019	
310,9	*4,527,3*	*26,3*	*58,503,7*	*63,368,2*	*10,453*	*58,262*	*2,334*	*1,250,316*	*1,321,365*	
263,3	4,019,3	27,2	55,925,7	60,235,5	10,956	55,553	2,854	1,155,703	1,225,066	
112,1	*442,2*	*3,085,1*	*28,743,2*	*32,382,6*	*4,881*	*11,790*	*69,247*	*644,234*	*730,152*	
107,2	447,1	3,308,7	28,670,3	32,533,3	5,176	13,321	79,808	649,610	747,915	
105,2	*622,5*	*4,057,5*	*66,920,5*	*71,705,7*	*16,345*	*51,751*	*189,321*	*2,890,355*	*3,147,772*	
100,4	615,3	4,013,3	67,260,3	71,989,3	18,461	56,856	208,514	2,868,478	3,152,310	
146,2	*1,733,0*	*110,8*	*57,449,3*	*59,439,3*	*23,425*	*69,744*	*22,671*	*1,940,241*	*2,056,081*	
179,1	2,129,7	138,1	60,024,2	62,471,1	25,868	76,317	21,959	1,951,979	2,076,123	
22,0	*170,4*	*296,1*	*24,025,6*	*24,514,1*	*4,977*	*15,113*	*21,953*	*739,920*	*781,963*	
22,7	168,7	327,8	25,196,5	25,715,7	5,158	15,663	24,736	773,897	819,454	
8,8	*61,6*	*Nil*	*4,626,1*	*4,696,4*	*727*	*4,149*	*Nil*	*144,137*	*149,013*	
7,2	61,0	*Nil*	4,744,0	4,812,2	697	4,334	*Nil*	150,192	155,223	
92,7	*523,2*	*3,575,4*	*76,361,1*	*80,552,4*	*16,282*	*51,730*	*189,233*	*2,796,446*	*3,053,691*	
108,8	804,6	3,685,0	76,467,2	81,065,6	17,576	69,253	180,856	2,820,771	3,088,456	
16,1	*71,0*	*287,1*	*8,648,5*	*9,022,7*	*1,760*	*5,444*	*13,030*	*300,875*	*321,109*	
17,6	104,6	268,5	8,603,4	8,944,1	1,861	6,987	11,589	276,874	297,311	
97,4	*546,8*	*3,692,1*	*81,902,1*	*86,238,4*	*18,042*	*57,174*	*202,263*	*3,097,321*	*3,374,800*	
1,134	838,9	3,798,5	81,828,9	86,579,7	19,437	76,240	192,445	3,097,645	3,385,767	
15,5	*111,8*	*Nil*	*9,365,8*	*9,493,1*	*1,704*	*6,048*	*Nil*	*240,558*	*248,310*	
13,4	114,7	*Nil*	9,945,9	10,074,0	1,909	8,121	*Nil*	266,808	276,838	
†*855,4*	†*8,396,6*	†*12,341,8*	†*351,436,2*	†*373,030,0*	*88,444*	*289,711*	*552,667*	*11,904,358*	*12,835,180*	
†844,5	†8,572,2	†13,304,9	†352,472,0	†375,193,6	85,760	322,384	594,237	11,843,334	12,855,715	
17,1	*41,3*	*200,4*	*10,809,5*	*11,068,3*	*1,640*	*2,817*	*10,764*	*343,939*	*359,160*	
18,6	47,4	356,4	11,807,4	12,229,8	1,685	3,159	18,418	370,821	394,083	
15,0	*97,3*	*237,5*	*33,934,3*	*34,284,1*	*1,173*	*6,375*	*12,344*	*1,272,851*	*1,292,743*	
15,7	100,9	253,4	35,680,6	36,050,6	1,204	6,663	13,058	1,319,188	1,340,113	
27,6	*172,8*	*11,7*	*33,676,4*	*33,888,5*	*2,900*	*14,335*	*607*	*1,274,544*	*1,292,386*	
26,3	170,7	13,0	32,239,5	32,449,5	3,314	14,017	663	1,185,261	1,203,283	
90,7	*656,4*	*Nil*	*35,283,1*	*36,030,2*	*4,936*	*17,133*	*Nil*	*739,284*	*761,353*	
92,4	653,7	*Nil*	34,339,9	35,586,0	5,111	18,844	*Nil*	745,893	769,848	
21,9	*73,3*	*484,6*	*14,045,0*	*14,624,8*	*2,123*	*4,356*	*18,414*	*541,677*	*566,570*	
17,3	74,4	634,8	14,153,0	14,879,5	1,714	4,213	22,907	568,679	597,513	
4,2	*26,5*	*118,1*	*3,326,5*	*3,475,3*	*602*	*2,859*	*6,088*	*163,680*	*173,229*	
4,2	28,2	107,5	3,243,0	3,382,9	599	3,409	5,460	150,363	159,831	
14,0	*155,1*	*53,2*	*18,589,8*	*18,812,1*	*1,979*	*10,097*	*4,792*	*592,406*	*609,274*	
12,9	148,2	54,0	18,687,5	18,902,6	1,833	9,962	4,868	589,936	606,599	
4,8	*56,7*	*Nil*	*5,662,8*	*5,724,3*	*521*	*3,852*	*Nil*	*187,195*	*191,568*	
4,2	52,3	*Nil*	5,817,5	5,874,0	500	3,979	*Nil*	187,613	192,092	
7,6	*30,8*	*52,4*	*6,499,5*	*6,590,3*	*633*	*2,003*	*2,005*	*174,331*	*178,972*	
7,4	29,4	54,1	6,407,2	6,498,1	634	2,054	2,390	169,718	174,796	
44,2	*424,3*	*18,5*	*40,343,6*	*40,830,6*	*3,367*	*15,533*	*2,622*	*958,528*	*980,050*	
47,6	444,5	20,9	43,291,9	43,804,9	3,628	18,454	2,492	1,038,938	1,063,512	
†*247,1*	†*1,733,5*	†*1,176,4*	†*202,170,5*	†*205,328,5*	*19,374*	*79,360*	*57,636*	*6,248,435*	*6,405,305*	
†246,6	†1,749,7	†1,494,1	†206,167,5	†209,657,9	20,222	84,782	70,256	6,326,410	6,501,670	
4,1	*18,2*	*64,0*	*4,049,5*	*4,135,8*	*275*	*1,103*	*2,866*	*134,413*	*138,657*	
3,3	18,7	115,3	3,620,6	3,757,9	197	1,043	4,187	119,285	124,712	
Nil	*6,1*	*Nil*	*1,338,4*	*1,344,5*	*Nil*	*142*	*Nil*	*26,942*	*27,084*	
Nil	4,4	*Nil*	1,465,3	1,469,7	*Nil*	109	*Nil*	21,393	21,502	
2	*5,7*	*11,8*	*791,8*	*809,5*	2	*74*	*132*	*8,000*	*8,208*	
3	6,5	22,6	1,049,3	1,078,7	3	83	227	9,989	10,302	
Nil	*3,8*	*Nil*	*1,849,4*	*1,853,2*	*Nil*	*88*	*Nil*	*36,486*	*36,574*	
Nil	4,0	*Nil*	1,507,6	1,511,6	*Nil*	93	*Nil*	29,331	29,424	
1	*4*	*Nil*	82,4	*82,9*	*1*	*6*	*Nil*	*1,096*	*1,103*	
1	4	*Nil*	*79,9*	80,4	1	6	*Nil*	1,090	1,097	
15,7	*30,8*	*50,8*	*1,215,2*	*1,312,5*	*720*	*1,278*	*1,641*	*33,034*	*36,673*	
10,8	34,0	47,1	1,159,6	1,251,5	582	1,333	1,470	30,932	34,317	
6	*3,8*	*1,2*	*436,8*	*442,4*	*28*	*151*	*48*	*12,985*	*13,212*	
6	3,9	1,5	430,3	436,3	27	156	60	12,497	12,740	
16,0	*33,3*	*51,2*	*1,591,9*	*1,692,4*	*748*	*1,429*	*1,689*	*46,019*	*49,885*	
11,1	36,9	48,1	1,544,6	1,640,7	609	1,489	1,530	43,429	47,057	
*	*	*	..	*	*	*	*	*	*	
..	..	..	35,3	35,3	..	..	..	*9,06*	*90,6*	
Nil	*1,2*	*Nil*	*608,5*	*609,7*	*Nil*	*21*	*Nil*	*10,517*	*10,538*	
Nil	9	*Nil*	650,0	650,0	*Nil*	28	*Nil*	11,000	11,028	
†*20,4*	†*68,7*	†*127,0*	†*10,811,9*	†*11,028,0*	*1,026*	*2,863*	*4,687*	*263,473*	*272,049*	
†14,8	†71,8	†186,0	†9,952,6	†10,225,2	810	2,851	5,944	236,423	246,028	
†*1,122,9*	†*10,199,8*	†*13,645,2*	†*564,418,6*	†*589,386,5*	*103,314*	*371,934*	*614,990*	*18,416,266*	*19,512,534*	
†1,105,9	†10,393,7	†14,985,0	†568,592,1	†595,076,7	116,792	410,017	670,437	18,406,167	19,603,413	

†*Columns 8 to 13*—In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

available.

12.—*Statement of Passenger Revenue Statistics*

Railway	Year.	Average number of miles a passenger was carried. 1st.	2nd.	Inter.	3rd.	Total.
20	21	22	23	24	25	26
5′ 6″ gauge.						
Bengal-Nagpur	*1925-26*	*211·7*	*86·6*	*41·8*	*48·1*	*48·4*
	1926-27	214·0	90·0	37·8	49·2	48·9
Bombay, Baroda and Central India	*1925-26*	*33·6*	*12·9*	*88·9*	*21·4*	*20·8*
	1926-27	41·6	13·8	104·9	20·7	20·3
Eastern Bengal	*1925-26*	*43·5*	*26·7*	*22·4*	*22·4*	*22·5*
	1926-27	48·3	29·8	24·1	22·7	23·0
East Indian	*1925-26*	*155·4*	*83·1*	*46·7*	*43·2*	*43·9*
	1926-27	183·9	92·4	52·0	42·6	43·8
Great Indian Peninsula	*1925-26*	*160·2*	*40·2*	*204·7*	*33·8*	*34·6*
	1926-27	144·5	35·8	159·0	32·5	33·2
Madras and Southern Mahratta	*1925-26*	*226·4*	*88·7*	*74·1*	*30·8*	*31·9*
	1926-27	226·7	92·9	75·5	30·7	31·9
Nizam's Guaranteed State	*1925-26*	*82·7*	*67·4*	*Nil*	*31·2*	*31·7*
	1926-27	96·4	71·1	*Nil*	31·7	32·3
North Western (Commercial)	*1925-26*	*175·7*	*98·9*	*52·9*	*36·6*	*37·9*
	1926-27	161·6	86·1	49·1	36·9	38·1
Do. (Military)	*1925-26*	*109·1*	*76·6*	*45·4*	*34·8*	*35·6*
	1926-27	106·0	66·8	43·2	32·2	33·1
Do. (Total)	*1925-26*	*185·3*	*104·6*	*54·8*	*37·8*	*39·1*
	1926-27	171·4	90·9	50·7	37·9	39·1
South Indian	*1925-26*	*109·7*	*54·1*	*Nil*	*25·7*	*26·2*
	1926-27	141·9	70·8	*Nil*	26·8	27·5
TOTAL	*1925-26*	†103·4	†34·5	†14·8	†33·9	†34·4
	1926-27	†111·4	†37·6	†14·7	†33·6	†34·3
3′ 3⅜″ gauge.						
Assam Bengal	*1925-26*	*96·0*	*68·1*	*53·7*	*31·8*	*32·4*
	1926-27	90·5	66·6	51·7	31·4	32·2
Bengal add North-Western	*1925-26*	*78·1*	*65·5*	*52·0*	*37·5*	*37·7*
	1926-27	76·7	66·0	51·5	37·0	37·2
Bombay, Baroda and Central India	*1925-26*	*104·9*	*83·0*	*51·8*	*37·8*	*38·1*
	1926-27	126·2	82·3	51·1	36·8	37·1
Burma	*1925-26*	*54·4*	*26·1*	*Nil*	*20·9*	*21·1*
	1926-27	55·3	28·8	*Nil*	21·4	21·6
Eastern Bengal	*1925-26*	*96·9*	*59·4*	*38·0*	*38·6*	*38·7*
	1926-27	98·9	56·6	36·1	40·2	40·2
Jodhpur	*1925-26*	*143·6*	*107·7*	*51·6*	*49·2*	*49·9*
	1926-27	141·0	121·1	50·8	46·4	47·3
Madras and Southern Mahratta	*1925-26*	*141·3*	*65·1*	*90·1*	*31·9*	*32·4*
	1926-27	142·4	67·2	90·1	31·6	32·1
Nizam's Guaranteed State	*1925-26*	*109·5*	*67·9*	*Nil*	*33·1*	*33·5*
	1926-27	118·5	76·1	*Nil*	32·2	32·7
Rohilkund & Kumaon	*1925-26*	*33·3*	*65·0*	*38·3*	*26·8*	*27·2*
	1926-27	85·7	69·9	44·2	26·5	26·9
South Indian	*1925-26*	*76·4*	*36·6*	*141·4*	*23·8*	*24·0*
	1926-27	76·5	41·6	119·3	24·0	24·3
TOTAL	*1925-26*	†80·5	†45·8	†49·0	†30·9	†31·2
	1926-27	†82·0	†48·5	†47·0	†30·7	†31·0
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1925-26*	*66·7*	*60·6*	*44·8*	*33·2*	*33·5*
	1926-27	59·5	55·6	36·3	32·9	33·2
Bombay, Baroda and Central India	*1925-26*	*Nil*	*23·2*	*Nil*	*14·7*	*14·7*
	1926-27	*Nil*	24·7	*Nil*	14·6	14·6
Eastern Bengal	*1925-26*	*13·2*	*12·9*	*11·1*	*10·1*	*10·1*
	1926-27	9·78	12·7	10·0	9·52	9·55
Great Indian Peninsula	*1925-26*	*Nil*	*23·3*	*Nil*	*19·7*	*19·7*
	1926-27	*Nil*	22·9	*Nil*	19·5	19·5
Jodhpur (2′ 0″ gauge)	*1925-26*	*19·4*	*15·1*	*Nil*	*13·3*	*13·3*
	1926-27	20·7	16·6	*Nil*	13·6	13·6
North Western (Commercial, 2′ 6″ gauge)	*1925-26*	*45·9*	*41·5*	*32·3*	*27·2*	*27·9*
	1926-27	54·0	39·2	31·2	26·7	27·4
Do. (Military, 2′ 6″ gauge)	*1925-26*	*43·8*	*39·5*	*40·5*	*29·7*	*29·9*
	1926-27	44·0	39·6	41·3	29·0	29·2
Do. (Total, 2′ 6″ gauge)	*1925-26*	*46·8*	*42·9*	*33·0*	*28·9*	*29·5*
	1926-27	54·8	40·4	31·8	28·1	28·7
North Western (Military, 2′ 0″ gauge)	*1925-26*	*	*	*	*	*
	1926-27	..	..	..	25·7	25·7
South Indian	*1925-26*	*Nil*	*17·7*	*Nil*	*17·3*	*17·3*
	1926-27	*Nil*	31·7	*Nil*	16·9	16·9
TOTAL	*1925-26*	†50·3	†41·7	†36·9	†24·4	†24·7
	1926-27	†54·7	†39·7	†32·0	†23·8	†24·1
TOTAL CLASS I RAILWAYS	*1925-26*	†97·4	†36·5	†45·1	†32·6	†33·1
	1926-27	†105·6	†39·4	†44·7	†32·4	†32·9

* Information not

of Class I Railways for the years 1925-26 and 1926-27—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Remarks.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
27	28	29	30	31	32	33	34	35	36	37
Rs	Rs.	Rs.	Rs.	Rs.						
8,62	*8,11*	*11,56*	*1,74,97*	*2,03,26*	*21·0*	*9·93*	*4·95*	*3·51*	*3·80*	
8,47	8,03	15,67	1,62,46	1,94,63	20·1	9·65	4·71	3·36	3·67	
8,51	*19,62*	*90*	*2,00,16*	*2,29,19*	*15·6*	*6·46*	*7 43*	*3·07*	*3·33*	
8,37	18,39	87	1,83,86	2,11,49	14·7	9·35	5·87	3·05	3·31	
8,40	*6,13*	*15,37*	*1,1·,24*	*1,38,74*	*19·6*	*9·98*	*4·26*	*3·34*	*3·65*	
5,41	7,09	17,26	1,13,41	1,43 17	20·1	10·2	4·15	3·35	3·68	
17,33	*25,74*	*46,15*	*5,14,67*	*6,03,89*	*20·4*	*9·55*	*4 68*	*3·42*	*3·68*	
18,22	25,01	44,97	4,91,72	5,79,95	19·0	8·46	4·14	3·29	3·53	
25,17	*31,62*	*8,08*	*3,83,45*	*4,48,32*	*20·6*	*8·71*	*6·84*	*3·79*	*4·19*	
23,81	31,71	7,79	3,63,11	4,26,42	17·7	7·98	6·81	3·57	3·94	
5,60	*7,82*	*5,69*	*1,33 87*	*1,52,98*	*21·6*	*9·93*	*4·98*	*3·47*	*3·76*	
5,42	7,97	6,40	1,39,26	1,59,05	20·2	9·77	4·97	3·45	3·73	
60	*1,72*	*Nil*	*23,22*	*25,54*	*15·8*	*7·96*	*Nil*	*3·09*	*3·29*	
58	1,81	*Nil*	24,31	26,70	15·9	8·01	*Nil*	3·11	3·30	
16,33	*28,14*	*49,44*	*5,12,67*	*6,06,58*	*19·3*	*10·4*	*5·02*	*3·52*	*3·81*	
16,73	29,49	44,94	4,93,40	5,84,56	18·3	8·18	4·77	3·36	3·63	
1,76	*2,82*	*3,43*	*55.59*	*63,60*	*19·*	*9·93*	*5·06*	*3·55*	*3·80*	
1,75	2,84	2,89	48,35	55,83	18·1	7·79	4·79	3·35	3·61	
18,09	*30,96*	*52,87*	*5,68,26*	*6,70,18*	*19·3*	*10·4*	*5·0'*	*3·52*	*3·81*	
18,48	32,33	47,83	5,41,75	6,40,39	18·3	8·14	4·77	3·36	3·63	
2,19	*3,95*	*Nil*	*49,63*	*55,77*	*24·7*	*12·5*	*Nil*	*3·96*	*4·31*	
2,05	3,98	*Nil*	49,22	55,25	20·6	9·42	*Nil*	3·54	3·83	
91,11	*1,35,67*	*1,40,62*	*21,60,47*	*25,27,87*	*19 8*	*8 99*	*4·89*	*3 48*	*3·78*	
90,81	1,36,35	1,40,79	20,69,10	24,37,05	18·2	8·12	4·55	3·35	3·64	
2,29	*1,87*	*2,83*	*67,78*	*74,77*	*26·9*	*12·4*	*5·04*	*3·78*	*3·99*	
2,32	2,09	3,97	73,12	81,50	26·4	12·7	4·13	3·78	3·97	
1,07	*2,81*	*2,86*	*1,65,22*	*1,71,96*	*17·5*	*8·48*	*4·45*	*2·49*	*2·55*	
1,11	2,92	3,03	1,71,28	1,78,34	17·6	8·43	4·46	2·49	2·56	
3,18	*7,93*	*15*	*2,19,78*	*2,31,14*	*21·8*	*10·6*	*4 90*	*3·31*	*3·43*	
3,28	7,50	16	2,02,65	2,13,59	19·0	10·2	4·73	3·28	3·41	
5,78	*9,25*	*Nil*	*1,51,15*	*1,66,18*	*22·5*	*10·4*	*N l*	*3·93*	*4·20*	†*Columns 22 to 26.*—
4,84	8,49	*Nil*	1,39,26	1,52,59	18·2	*8·65*	*N l*	3·58	3·81	In these totals passengers travelling
2,21	*2,29*	*4,12*	*94,45*	*1,03,07*	*20·0*	*10·0*	*4·29*	*3·35*	3·49	over two or more railways are
1,81	2,26	4,95	98,87	1,07,89	20·3	10·3	4·15	3·34	3·47	considered as having made two
76	*1,79*	*1,64*	*35,01*	*39,20*	*24·3*	*12·0*	*5·16*	*4·11*	*4·34*	or more journeys.
65	1,94	1,45	31,9·	35,99	20·9	10·9	5·11	4·08	4·32	
2,17	*5,51*	*1,25*	*1,07,44*	*1,16,37*	*21·1*	*10·5*	*4·98*	*3·48*	*3·67*	
1,87	5,26	1,26	1,06,23	1,14,62	19·6	10·1	4·99	3·46	3·63	
43	*1,62*	*N l*	*29,05*	*31,10*	*15·8*	*8·06*	*N l*	*2·98*	*3·12*	
42	1,65	*N l*	29,16	31,23	16·0	7·97	*N l*	2·98	3·12	
85	*1,21*	*50*	*24,93*	*27,49*	*25·8*	*11·6*	*4·77*	*2·74*	*2·95*	
84	1,20	56	24,28	26,88	25·4	11·2	4·50	2·75	2·95	
5,05	*10,14*	*1,13*	*1,95,24*	*2,11,56*	*26·9*	*11·8*	*8·24*	*3·84*	*4·06*	
5,11	10,00	1,06	1,91,62	2,07,79	25·3	9·70	8·13	3·48	3·67	
23,89	*44,42*	*14,48*	*10,90,05*	*11,72,84*	*23·1*	*10·7*	*4·82*	*3·35*	*3·62*	
22,25	43,31	16,44	10,68,42	11,50,42	21·1	9·81	4·49	3·24	3·40	
30	*60*	*74*	*24,82*	*26,46*	*21·1*	*10·5*	*4·94*	*3·55*	*3·66*	
21	56	1,02	21,75	23,54	20·4	10·2	4·68	3·50	3·62	
Nil	*13*	*N l*	*6,31*	*6,44*	*N l*	*17·5*	*N l*	*4·49*	*4·56*	
Nil	10	*N l*	5,00	5,10	*N l*	17·5	*Nil*	4·49	4·55	
Nil	*4*	*3*	*1,41*	*1.48*	*19·6*	*10·3*	*4·34*	*3·39*	*3·47*	
..	5	5	1.82	1.92	20·4	11·2	4·12	3·49	3·58	
Nil	*10*	*Nil*	*9,50*	*9,60*	*Nil*	*20·6*	*Nil*	*5·00*	*5·04*	
Nil	9	*Nil*	7,63	7,72	*Nil*	17·8	*Nil*	5·00	5·04	
Nil	*1*	*Nil*	*34*	*35*	*36·0*	*18·0*	*Nil*	*6·00*	*6·09*	
Nil	1	*Nil*	34	35	35·9	18·0	*Nil*	6·01	6·10	
2,24	*1,58*	*1,27*	*12,10*	*17,49*	*59·7*	*28·3*	*14·9*	*7·03*	*9·16*	
1,80	1,63	1,04	11,04	15,51	59·5	23·6	13·5	6·85	8·68	
4	*9*	2	2,77	*2,92*	*25·3*	*11·7*	*7·92*	*4·09*	*4·24*	
4	7	2	2,56	2,69	24·8	9·06	7·96	3·93	4·06	
2,28	*1,97*	*1,29*	*14,87*	*20,41*	*58·4*	*26·5*	*14·7*	*6·20*	*7·85*	
1,84	1,70	1,06	13,60	18,20	57·9	22·0	13·3	6·01	7·43	
*	*	*	*	*	*	*	*	*	*	
..	..	..	28	28	..	..	..	5·94	5·94	
Nil	*3*	*Nil*	*2,03*	*2,06*	*Nil*	*24·5*	*Nil*	*3·71*	*3·75*	
Nil	2	*Nil*	1,97	1,99	*Nil*	13·8	*Nil*	3·44	3·47	
2,58	*2,88*	*2,06*	*59,28*	*66,80*	*48·3*	*19·3*	*8·44*	*4·32*	*4·71*	
2,05	2,53	2,13	52,39	59,10	48·6	17 0	6·88	4·25	4·61	
1,17,58	*1,82,97*	*1,57,16*	*33,09,80*	*37,67,51*	*20·6*	*9·45*	*4·91*	*3·45*	*3·71*	
1,15,11	1,82,19	1,59,36	31,89,91	36,46,57	18·9	8·53	4·56	3·33	3·67	

available.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Tons originating (whether local or foreign): General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.	Other traffic.
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	*1925-26*	*	*	*	*	*10,773*	*1,382*
	1926-27	5,078	5,333	589	411	11,411	1,283
Bombay, Baroda and Central India	*1925-26*	*	*	*	*	*3,032*	*1,844*
	1926-27	2,556	11	1	280	2,848	1,747
Eastern Bengal	*1925-26*	*	*	*	*	*2,434*	*3,113*
	1926-27	2,057	25	10	783	2,875	3,198
East Indian	*1925-26*	*	*	*	*	*19,054*	*2,810*
	1926-27	5,087	10,945	1,549	1,160	18,741	3,235
Great Indian Peninsula	*1925-26*	*	*	*	*	*6,713*	*3,798*
	1926-27	5,401	568	177	1,666	7,812	3,713
Madras and Southern Mahratta	*1925-26*	*	*	*	*	*2,162*	*1,653*
	1926-27	1,786	101	117	245	2,249	1,646
Nizam's Guaranteed State	*1925-26*	*	*	*	*	*1,133*	*270*
	1926-27	498	452	114	105	1,169	314
North Western (Commercial)	*1925-26*	*	*	*	*	*9,870*	*3,514*
	1926-27	8,060	536	148	3,691	12,435	3,517
Do. Do. (Military)	*1925-26*	*	*	*	*	*1,504*	*873*
	1926-27	1,177	79	14	518	1,788	859
Do. Do. (Total)	*1925-26*	*	*	*	*	*11,374*	*2,756*
	1926-27	9,237	615	162	4,209	14,223	3,023
South Indian	*1925-26*	*	*	*	*	*940*	*499*
	1926-27	529	24	56	139	748	683
TOTAL	*1925-26*	*	*	*	*	*57,615*	†*18,130*
	1926-27	32,229	18,074	2,775	8,998	62,076	†18,842
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1925-26*	*	*	*	*	*977*	*365*
	1926-27	831	78	47	45	1,001	393
Bengal and North-Western	*1925-26*	*	*	*	*	*2,352*	*892*
	1926-27	Details not available.				2,354	1,053
Bombay, Baroda and Central India	*1925-26*	*	*	*	*	*1,753*	*1,848*
	1926-27	1,515	2	10	375	1,902	2,009
Burma	*1925-26*	*	*	*	*	*5,078*	*Nil*
	1926-27	3,563	65	190	1,206	5,024	*Nil*
Eastern Bengal	*1925-26*	*	*	*	*	*1,505*	*1,253*
	1926-27	1,156	4	18	400	1,578	1,220
Jodhpur	*1925-26*	*	*	*	*	*405*	*345*
	1926-27	293	*Nil*	*Nil*	103	396	325
Madras and Southern Mahratta	*1925-26*	*	*	*	*	*1,833*	*655*
	1926-27	1,478	84	193	183	1,938	650
Nizam's Guaranteed State	*1925-26*	*	*	*	*	*396*	*169*
	1926-27	386	*Nil*	2	50	438	159
Rohilkund and Kumaon	*1925-26*	*	*	*	*	*830*	*141*
	1926-27	726	1	*Nil*	171	898	118
South Indian	*1925-26*	*	*	*	*	*2,320*	*562*
	1926-27	2,121	130	199	730	3,180	391
TOTAL	*1925-26*	*	*	*	*	*17,499*	†*6,230*
	1926-27	12,069	364	659	3,263	18,709	†6,318
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1925-26*	*	*	*	*	*765*	*144*
	1926-27	468	98	48	101	715	137
Bombay, Baroda and Central India	*1925-26*	*	*	*	*	*154*	*73*
	1926-27	131	*Nil*	*Nil*	3	134	56
Eastern Bengal	*1925-26*	*	*	*	*	*11*	*11*
	1926-27	13	*Nil*	*Nil*	2	15	11
Great Indian Peninsula	*1925-26*	*	*	*	*	*85*	*102*
	1926-27	107	*Nil*	*Nil*	19	126	91
Jodhpur (2′ 0″ GAUGE)	*1925-26*	*	*	*	*	*5*	*2*
	1926-27	3	*Nil*	*Nil*	*Nil*	3	4
North Western (Commercial, 2′ 6″ gauge)	*1925-26*	*	*	*	*	*163*	*109*
	1926-27	135	20	8	20	183	114
Do. Do. (Military, 2′ 6″ gauge)	*1925-26*	*	*	*	*	*83*	*32*
	1926-27	61	1	1	13	76	38
Do. Do. (Total, 2′ 6″ gauge)	*1925-26*	*	*	*	*	*251*	*116*
	1926-27	196	21	9	33	259	127
North Western (Military, 2′ 0″ gauge)	*1925-26*	*	*	*	*	*	*
	1926-27	10	*Nil*	*Nil*	1	11	*Nil*
South Indian	*1925-26*	*	*	*	*	*31*	*18*
	1926-27	24	4	*Nil*	4	32	18
TOTAL	*1925-26*	*	*	*	*	*1,302*	†*466*
	1926-27	952	123	57	163	1,295	†444
TOTAL CLASS I RAILWAYS	*1925-26*	*	*	*	*	*76,416*	†*24,826*
	1926-27	45,250	18,561	3,491	12,424	82,080	†25,604

* Information not

† Columns 8 to 13—In these totals consignments passing over two or more railways are considered as two or more separate

for the years 1925-26 and 1926-27 (In thousands).

Tons carried.							Net ton miles.				
General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.	Tons terminating.	Tons of cross traffic.	General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.
9	10	11	12	13	14	15	16	17	18	19	20
5,988	*4,902*	*730*	*535*	*12,155*	*9,094*	*244*	*1,137,224*	*1,004,279*	*170,032*	*24,907*	*2,336,442*
5,892	5,790	592	420	12,694	9,321	228	1,155,866	1,083,012	132,055	18,607	2,389,540
3,736	*468*	*468*	*204*	*4,876*	*3,543*	*271*	*705,940*	*161,082*	*123,580*	*16,273*	*1,006,875*
3,503	456	372	264	4,595	3,515	236	626,878	178,562	113,028	16,730	935,198
3,205	*1,462*	*311*	*569*	*5,547*	*4,136*	*841*	*320,545*	*97,082*	*44,402*	*29,060*	*491,089*
3,393	1,578	272	830	6,073	4,672	862	351,730	112,769	38,432	28,527	531,458
7,583	*11,133*	*1,736*	*1,412*	*21,864*	*12,817*	*914*	*1,718,140*	*3,624,433*	*466,226*	*112,721*	*5,921,520*
7,404	11,863	1,549	1,160	21,976	13,786	1,115	1,880,096	3,594,297	421,212	117,245	6,012,850
6,123	*1,145*	*1,051*	*2,192*	*10,511*	*8,154*	*797*	*1,788,395*	*404,402*	*362,409*	*118,929*	*2,674,135*
7,646	1,317	896	1,666	11,525	9,163	791	1,789,833	543,107	348,052	67,734	2,748,726
2,883	*311*	*401*	*225*	*3,820*	*2,963*	*330*	*589,176*	*125,188*	*53,872*	*15,510*	*783,746*
2,899	354	392	250	3,895	2,818	322	546,866	119,263	49,271	16,395	731,795
809	*433*	*101*	*60*	*1,403*	*581*	*121*	*99,989*	*53,298*	*12,218*	*1,163*	*166,668*
810	453	114	106	1,483	672	127	103,959	58,645	13,935	2,828	179,367
7,484	*897*	*1,185*	*3,818*	*13,384*	*11,615*	*	*1,647,710*	*259,170*	*313,817*	*171,589*	*2,392,586*
9,580	1,409	1,192	3,771	15,952	13,868	*	1,780,811	337,458	334,527	193,648	2,646,444
1,347	*143*	*162*	*730*	*2,382*	*1,483*	*	*142,836*	*12,368*	*21,230*	*29,976*	*206,410*
1,732	223	118	574	2,647	2,005	*	149,862	26,195	15,733	39,697	231,487
7,660	*974*	*1,188*	*4,368*	*14,130*	*13,098*	*25*	*1,790,546*	*271,534*	*335,047*	*201,865*	*2,598,996*
10,332	1,463	1,205	4,246	17,246	15,873	71	1,930,673	363,653	350,260	233,345	2,877,931
1,181	*12*	*157*	*89*	*1,439*	*1,020*	*Nil*	*152,143*	*1,627*	*11,890*	*6,015*	*171,676*
1,138	46	102	145	1,431	1,009	49	140,182	3,054	8,093	7,742	159,071
†*39,163*	†*20,780*	†*6,143*	†*9,654*	†*75,745*	*55,411*	*3,543*	*8,302,098*	*5,742,929*	*1,579,676*	*526,444*	*16,151,147*
†43,017	†23,320	†5,494	†9,087	†80,918	60,829	3,801	8,526,083	6,056,362	1,474,338	509,153	16,565,936
1,003	*166*	*113*	*60*	*1,242*	*1,146*	*27*	*147,417*	*23,517*	*12,426*	*3,053*	*186,413*
1,053	200	94	47	1,394	1,137	34	163,646	25,997	10,614	3,639	203,896
2,552	*231*	*262*	*199*	*3,244*	*2,402*	*65*	*368,676*	*28,321*	*39,072*	*14,996*	*451,065*
2,660	335	237	175	3,407	2,594	67	385,405	40,025	34,124	13,758	473,312
2,767	*343*	*274*	*277*	*3,601*	*2,247*	*543*	*584,741*	*89,362*	*69,599*	*25,064*	*768,766*
2,966	290	287	368	3,911	2,403	517	566,075	66,469	78,006	33,848	744,398
3,777	*62*	*155*	*1,084*	*5,078*	*5,078*	*Nil*	*584,424*	*33,681*	*21,840*	*64,720*	*704,665*
3,563	65	190	1,206	5,024	5,024	*Nil*	557,413	35,559	25,404	65,056	683,432
1,971	*311*	*168*	*308*	*2,758*	*1,756*	*453*	*186,908*	*42,192*	*15,381*	*16,684*	*261,165*
1,908	334	137	419	2,798	1,621	502	180,550	48,748	13,399	19,749	262,446
575	*3*	*76*	*96*	*750*	*440*	*135*	*103,512*	*799*	*8,593*	*6,147*	*119,051*
565	7	36	113	721	483	130	90,058	1,701	8,022	5,457	105,238
2,116	*31*	*184*	*207*	*2,538*	*1,841*	*93*	*379,314*	*4,164*	*66,016*	*15,343*	*464,837*
2,090	116	193	189	2,588	1,929	94	388,308	9,515	66,338	12,307	476,468
421	*36*	*24*	*84*	*565*	*349*	*6*	*55,083*	*5,710*	*4,989*	*1,677*	*67,459*
485	36	25	51	597	332	5	66,667	5,406	4,656	1,107	77,836
799	*13*	*33*	*121*	*971*	*724*	*3*	*80,481*	*624*	*1,953*	*4,839*	*87,897*
819	25	46	126	1,016	784	2	79,025	1,425	2,102	7,177	89,729
2,225	*46*	*170*	*441*	*2,882*	*2,674*	*Nil*	*262,231*	*5,238*	*19,632*	*24,897*	*311,998*
2,487	142	198	744	3,571	3,279	*Nil*	272,999	9,936	18,858	36,620	338,413
†*18,206*	†*1,242*	†*1,464*	†*2,817*	†*23,729*	*18,657*	*1,330*	*2,752,787*	*233,608*	*259,501*	*177,420*	*3,423,316*
†18,596	†1,550	†1,443	†3,438	†25,027	19,586	1,351	2,750,146	244,781	261,523	198,718	3,455,168
670	*85*	*56*	*98*	*909*	*577*	*4*	*36,849*	*7,763*	*7,493*	*4,269*	*56,374*
580	122	48	102	852	566	3	30,168	10,432	6,315	4,298	51,213
215	*7*	*3*	*2*	*227*	*94*	*5*	*4,594*	*199*	*176*	*40*	*5,009*
181	4	2	3	190	73	3	3,535	117	109	92	3,853
20	*1*	*Nil*	*1*	*22*	*16*	*Nil*	*263*	*22*	*Nil*	*15*	*300*
22	1	*Nil*	3	26	15	*Nil*	299	21	*Nil*	15	335
174	*13*	*Nil*	*Nil*	*187*	*117*	*Nil*	*6,491*	*413*	*Nil*	*Nil*	*6,904*
178	20	*Nil*	19	217	124	*Nil*	6,498	605	*Nil*	284	7,387
6	*1*	*Nil*	*Nil*	*7*	*5*	*Nil*	*115*	*5*	*Nil*	*3*	*123*
7	*Nil*	*Nil*	*Nil*	7	4	*Nil*	95	5	*Nil*	2	102
188	*28*	*14*	*42*	*272*	*179*	*	*9,651*	*1,039*	*688*	*874*	*12,252*
226	33	12	26	297	187	*	10,193	1,340	494	536	12,563
100	*4*	*6*	*10*	*120*	*88*	*Nil*	*3,328*	*177*	*267*	*284*	*4,556*
88	5	4	17	114	89	*Nil*	3,560	242	198	448	4,448
274	*28*	*15*	*50*	*367*	*267*	*Nil*	*13,479*	*1,216*	*955*	*1,158*	*16,808*
297	36	13	40	386	276	*Nil*	13,753	1,582	692	984	17,011
*	*	*	*	*	*	*	*	*	*	*	*
10	*Nil*	*Nil*	1	11	11	*Nil*	365	15	6	25	• 411
46	*Nil*	*Nil*	*3*	*49*	*24*	*Nil*	*1,585*	*4*	*4*	*149*	*1,742*
42	4	*Nil*	4	50	24	*Nil*	1,363	116	*Nil*	319	1,798
†*1,405*	†*135*	†*74*	†*154*	†*1,768*	*1,100*	*9*	*63,376*	*9,622*	*8,628*	*5,634*	*87,260*
†1,317	†187	†63	†172	†1,739	1,093	6	56,076	12,893	7,122	6,019	82,110
†*55,779*	†*22,157*	†*7,681*	†*12,625*	†*101,242*	*75,168*	*4,382*	*11,118,261*	*5,986,159*	*1,847,805*	*709,498*	*19,661,723*
†62,930	†25,057	†7,000	†12,697	†107,684	81,508	5,158	11,332,305	6,314,036	1,742,983	713,890	20,103,214

† available consignments.

13.—*Statement of Goods Revenue Statistics of Class I*

Railway.	Year.	Average miles a ton of goods was carried. General merchandise including live stock.	Fuel for the public, foreign railways and Home line construction.	Fuel on revenue account.	Other Revenue stores.	Total.
21	22	23	24	25	26	27
5′ 6″ GAUGE.						
Bengal-Nagpur	*1925-26*	*189·9*	*204·9*	*232·8*	*46·6*	*192·2*
	1926-27	196·2	187·0	222·9	44·3	188·2
Bombay, Baroda and Central India	*1925-26*	*189·0*	*344·0*	*264·0*	*80·0*	*207·0*
	1926-27	171·0	392·0	304·0	63·0	204·0
Eastern Bengal	*1925-26*	*100·0*	*66·4*	*142·7*	*51·1*	*88·5*
	1926-27	103·7	71·5	141·3	34·4	87·5
East Indian	*1925-26*	*226·6*	*325·6*	*268·6*	*79·8*	*270·8*
	1926-27	253·9	303·0	271·9	101·1	273·6
Great Indian Peninsula	*1925-26*	*292·1*	*353·2*	*344·9*	*54·2*	*254·4*
	1926-27	234·1	412·3	388·6	40·7	238·5
Madras and Southern Mahratta	*1925-26*	*204·4*	*401·9*	*134·3*	*68·9*	*205·1*
	1926-27	188·6	337·1	125·6	65·6	187·9
Nizam's Guaranteed State	*1925-26*	*123·6*	*122·9*	*121·1*	*19·3*	*118·8*
	1926-27	128·2	129·5	122·4	16·6	120·9
North Western (Commercial)	*1925-26*	*220·2*	*289·0*	*264·9*	*45·0*	*178·8*
	1926-27	185·9	233·5	280·8	51·4	165·9
Do. (Military)	*1925-26*	*106·1*	*86·4*	*130·7*	*41·1*	*86·7*
	1926-27	86·5	117·2	133·4	69·2	87·5
Do. (Total)	*1925-26*	*233·8*	*297·2*	*231·9*	*49·2*	*183·9*
	1926-27	186·9	248·5	290·8	55·0	166·9
South Indian	*1925-26*	*123·8*	*137·4*	75·4	*67·8*	*119·3*
	1926-27	123·2	66·6	78·9	53·5	111·2
TOTAL	*1925-26*	†*212·0*	†*276·4*	†*257·2*	†*54·5*	†*213·2*
	1926-27	†198·2	†259·7	†268·4	†56·0	†204·7
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1925-26*	*146·9*	*141·6*	*109·8*	*51·2*	*138·9*
	1926-27	156·5	130·0	112·3	77·8	146·3
Bengal and North-Western	*1925-26*	*144·5*	*122·7*	*149·1*	*75·3*	*139·0*
	1926-27	144·9	119·5	144·2	78·5	138·9
Bombay, Baroda and Central India	*1925-26*	*211·0*	*260·0*	*254·0*	*116·0*	*214·0*
	1926-27	191·0	229·0	272·0	92·0	190·0
Burma	*1925-26*	*154·6*	*545·0*	*141·0*	*59·7*	*138·8*
	1926-27	156·4	548·5	133·5	54·0	136·0
Eastern Bengal	*1925-26*	*94·8*	*135·7*	*91·8*	*54·1*	*94·7*
	1926-27	94·6	146·1	97·7	47·1	93·8
Jodhpur	*1925-26*	*180·0*	*293·0*	*113·4*	*63·6*	*158·7*
	1926-27	159·5	237·9	219·9	48·3	145·9
Madras and Southern Mahratta	*1925-26*	*179·3*	*131·5*	*358·7*	*74·2*	*183·1*
	1926-27	185·7	82·0	343·5	65·2	184·1
Nizam's Guaranteed State	*1925-26*	*130·8*	*159·6*	*208·4*	*19·9*	*119·3*
	1926-27	137·3	149·8	189·7	21·5	120·3
Rohilkund & Kumaon	*1925-26*	*100·7*	*48·8*	*82·0*	*39·8*	*90·5*
	1926-27	96·5	57·0	45·7	56·9	88·3
South Indian	*1925-26*	*117·8*	*113·4*	*116·0*	*56·5*	*108·3*
	1926-27	109·8	70·1	95·0	49·2	94·8
TOTAL	*1925-26*	†*151·2*	†*138·1*	†*177·3*	†*63·0*	†*144·3*
	1926-27	†147·9	†157·9	†181·2	†51·8	†138·1
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1925-26*	*55·0*	*91·1*	*134·2*	*43·4*	*62·0*
	1926-27	52·0	85·7	120·5	42·1	60·1
Bombay, Baroda and Central India	*1925-26*	*21·0*	*29·0*	*68·0*	*20·0*	*22·0*
	1926-27	20·0	29·0	54·0	31·0	20·0
Eastern Bengal	*1925-26*	*13·4*	*14·7*	*Nil*	*12·6*	*13·4*
	1926-27	13·7	14·9	8·00	4·83	12·7
Great Indian Peninsula	*1925-26*	*37·2*	*32·0*	*Nil*	*Nil*	*36·9*
	1926-27	36·4	30·2	*Nil*	15·2	34·0
Jodhpur (2′ 0″ gauge)	*1925-26*	*18·5*	*20·0*	*Nil*	*14·3*	*18·5*
	1926-27	15·4	12·6	*Nil*	16·8	15·2
North Western (Commercial, 2′ 6″ gauge)	*1925-26*	*51·3*	*37·8*	*49·2*	*20·9*	*45·1*
	1926-27	45·0	41·2	41·6	20·6	42·3
Do. (Military, 2′ 6″ gauge)	*1925-26*	*38·3*	*46·4*	*44·6*	*28·6*	*38·1*
	1926-27	40·5	47·7	45·4	27·2	39·1
Do. (Total, 2′ 6″ gauge)	*1925-26*	*49·2*	*43·5*	*66·1*	*23·0*	*45·8*
	1926-27	46·4	43·8	51·9	24·9	44·1
Do. (Military, 2′ 0″ gauge)	*1925-26*	*	*	*	*	*
	1926-27	36·2	39·0	45·0	39·1	36·5
South Indian	*1925-26*	*34·8*	*19·0*	*19·8*	*46·5*	*35·4*
	1926-27	32·9	28·3	*Nil*	73·5	36·1
TOTAL	*1925-26*	†*45·1*	†*71·3*	†*116·6*	†*36·6*	†*49·4*
	1926-27	†42·6	†68·9	†113·3	†35·0	†47·2
TOTAL CLASS I RAILWAYS	*1925-26*	†*189·2*	†*270·2*	†*240·6*	†*56·2*	†*194·2*
	1926-27	†180·1	†252·0	†249·0	†56·2	†186·7

* Information

† Columns 23 to 27.—In these totals consignments passing over two or

Railways for the years 1925-26 and 1926-27—concld.

Earnings from goods carried (in thousands).					Average rate (in pies) charged for carrying a ton of goods one mile.				
General merchandise including live stock.	Fuel for the public, foreign railways & Home line construction.	Fuel on revenue account.	Other revenue stores.	Total.	General merchandise including live stock.	Fuel for the public, foreign railways & home line construction.	Fuel on revenue account.	Other revenue stores.	Total.
28	29	30	31	32	33	34	35	36	37
Rs.	Rs.	Rs.	Rs.	Rs.					
3,56,67	*1,44,29*	*21,70*	*3,18*	*5,25,74*	*6·02*	*2·76*	*2·45*	*2·45*	*4·32*
3,57,16	1,46,25	16,85	3,19	5,23,45	5·93	2·59	2·45	3·29	4·21
4,04,52	*21,64*	*11,63*	*2,11*	*4,39,90*	*11·0*	*2·58*	*1·80*	*2·49*	*3·39*
3,42,96	21,85	10,64	2,56	3,78,01	10·5	2·35	1·81	2·94	7·76
1,30,08	*22,10*	*6,38*	*5,58*	*3,14,14*	*10·8*	*4·37*	*2·76*	*3·68*	*8·37*
2,14,03	24,11	5,64	5,75	2,49,53	11·7	4·10	2·82	3·87	9·01
6,52,99	*5,48,28*	*39,34*	*12,00*	*12,52,61*	7·30	*2·90*	*1·62*	*2·04*	*4·06*
6,61,51	*5,41,67*	50,50	12,46	12,66,14	6·76	2·89	2·30	2·04	4·04
8,08,06	53,97	*44,54*	*12,77*	*9,19,34*	*8·68*	*2·56*	*2·36*	*2·06*	*6·60*
8,28,58	*66,51*	42,07	7,70	9,44,86	8·89	2·35	2·32	2·18	6·60
2,58,40	24,40	*5,74*	*1,73*	*2,90,27*	*8·42*	*3·74*	*2·05*	*2·14*	*7·11*
2,46,61	*25,33*	5,56	2,79	2,80,29	8·66	4·08	2·17	3·27	7·35
55,72	16,26	*1,59*	*22*	*73,79*	*10·7*	*5·86*	*2·50*	*3·63*	*3·50*
58,37	*17,05*	1,80	33	77,55	10·8	5·58	2·48	2·22	8·30
7,70,41	34,62	*36,19*	*18,76*	*8,59,98*	*8·98*	*2·56*	*2·21*	*2·10*	*6·90*
7,74,01	*49,88*	36,93	19,35	8,80,17	8·35	2·84	2·12	1·92	6·39
70,72	1,65	*2,58*	*3,36*	*76,31*	*9·51*	*2·57*	*2·33*	*2·16*	*7·23*
64,00	*4,58*	1,77	3,24	73,59	8·20	3·36	2·16	1·57	6·10
8,41,13	36,27	*38,77*	*22,12*	*9,38,29*	*9·02*	*2·56*	*2·22*	*2·10*	*6·93*
8,38,01	54,46	38,70	22,59	9,53,76	8·33	2·88	2·12	1·86	6·36
80,65	*55*	*1,47*	*74*	*83,41*	*10·2*	*6·51*	*2·36*	*2·37*	*9·33*
79,91	1,72	1,00	81	83,44	10·9	10·8	2·37	2·01	10·1
36,38,12	*8,67,76*	*1,71,16*	*60,45*	*47,37,49*	*8·41*	*2·90*	*2·08*	*2·20*	*5·63*
36,27,14	8,98,95	1,72,76	58,18	47,57,03	8·17	2·85	2·25	2·20	5·51
80,97	*5,37*	*1,58*	*55*	*88,47*	*10·6*	*4·38*	*2·45*	*3·49*	*9·11*
88,99	5,89	1,36	56	96,80	10·4	4·35	2·45	2·97	9·12
1,55,49	*6,76*	*4,79*	*1,84*	*1,68,88*	*8·10*	*4·58*	*2·35*	*2·36*	*7·19*
1,67,90	9,20	4,72	1,81	1,83,63	8·36	4·41	2·66	2·53	7·43
2,75,69	*11,39*	*6,54*	*3,42*	*2,97,04*	*9·05*	*2·44*	*1·80*	*2·62*	*7·41*
2,85,09	8,18	7,32	3,75	3,04,34	9·67	2·36	1·80	2·13	7·85
2,81,39	*7,16*	*2,79*	*10,97*	*3,02,31*	*9·24*	*4·08*	*2·45*	*3·25*	*8·24*
2,60,76	7,60	3,31	9,84	2,81,51	8·98	4·11	2·50	2·91	7·91
1,02,76	*9,37*	*2,33*	*4,38*	*1,18,84*	*10·6*	*4·26*	*2·91*	*5·03*	*8·74*
1,10,79	10,56	1,98	3,84	1,27,17	11·8	4·16	2·84	3·73	9·30
41,66	*20*	*1,26*	*71*	*43,83*	*7·73*	*4·79*	*2·82*	*2·22*	*7·07*
40,50	22	92	95	42,59	8·63	2·47	2·21	3·32	7·77
2,00,63	*1,90*	*6,64*	*1,83*	*2,11,00*	*10·2*	*8·78*	*1·93*	*2·29*	*8·72*
2,06,27	4,92	6,79	2,07	2,19,05	10·1	9·93	1·96	3·23	8·83
39,82	*1,56*	*65*	*15*	*42,18*	*13·9*	*5·24*	*2·49*	*1·77*	*12·0*
46,73	1,55	65	14	49,07	13·5	5·51	2·67	2·44	12·1
33,13	*14*	*25*	*62*	*34,14*	*7·90*	*4·28*	*2·45*	*2·45*	*7·46*
32,06	24	27	66	33,23	7·78	3·23	2·47	1·77	7·11
1,68,53	*2,20*	*2,64*	*2,96*	*1,76,33*	*12·2*	*8·08*	*2·58*	*2·28*	*10·7*
1,72,95	6,09	2,56	3,07	1,84,67	12·0	11·8	2·60	1·61	10·4
13,80,07	*46,05*	*29,47*	*27,43*	*14,83,02*	*9·63*	*3·78*	*2·18*	*2·97*	*8·32*
14,11,04	54,45	29,88	26,69	15,22,06	9·85	4·27	2·19	2·58	8·46
21,85	*2,18*	*96*	*54*	*25,53*	*11·4*	*5·41*	*2·45*	*2·45*	*8·70*
19,53	2,86	80	78	23,97	12·4	5·27	2·45	3·48	8·99
4,88	*12*	*2*	*1*	*5,03*	*20·4*	*11·3*	*1·84*	*7·68*	*19·3*
3,62	7	1	1	3,71	19·7	11·5	1·80	2·08	18·5
15	*1*	*Nil*	*1*	*17*	*11·2*	*4·47*	*Nil*	*3·22*	*10·3*
21	*Nil*	*Nil*	*Nil*	21	13·2	4·07	4·80	1·23	12·1
7,72	*14*	*Nil*	*Nil*	*7,86*	*22·8*	*6·78*	*Nil*	*Nil*	*21·9*
7,62	21	*Nil*	3	7,86	22·5	6·53	*Nil*	2·35	20·4
12	*Nil*	*Nil*	*Nil*	*12*	*19·8*	*3·79*	*Nil*	*3·29*	*18·8*
16	*Nil*	*Nil*	*Nil*	16	31·9	5·15	*Nil*	4·97	30·0
13,88	*1,05*	*20*	*27*	*15,40*	*27·6*	*19·5*	*5·57*	*5·84*	*24·1*
12,85	1,03	15	19	14,22	24·2	14·8	5·76	6·74	21·7
2,38	*6*	*5*	*6*	*2,55*	*12·0*	*5·99*	*3·74*	*4·21*	*10·8*
2,15	7	4	8	2,34	11·6	5·15	3·62	3·52	10·1
16,26	*1,11*	*25*	*33*	*17,95*	*23·2*	*17·5*	*5·06*	*5·44*	*20·5*
15,00	1,10	19	27	16,56	21·0	13·3	5·15	5·27	18·6
*	*	*	*	*	*	*	*	*	*
43	2	*Nil*	*Nil*	*45*	*22·5*	20·8	2·86	2·79	21·0
1,31	*Nil*	*Nil*	*2*	*1,33*	*15·8*	*4·66*	*3·12*	*2·42*	*14·6*
1,15	7	*Nil*	2	1,24	16·2	12·2	*Nil*	1·33	13·3
52,29	*3,56*	*1,23*	*91*	*57,99*	*15·8*	*7·10*	*2·74*	*3·10*	*12·86*
47,72	4,33	1,00	1,11	54,16	16 3	6·45	2·70	3·54	12·66
50,76,48	*9,17,37*	*2,01,86*	*88,79*	*62,78,50*	*8·76*	*2·94*	*2·10*	*2·40*	*6·13*
50,85,90	9,57,73	2,03,64	85,98	63,33,25	8·61	2·91	2·24	2·31	6·05

not available.

more railways are considered as two or more separate consignments.

14.—*Statement of Revenue Earnings and Expenses*

Railway. 1	Gauge. 2	Year. 3	Capital at charge per route mile. 4	Gross earnings (in thousands of rupees).§ 5	Gross earnings per mean mile worked. 6
Assam-Bengal	3′ 3¾″	*1925-26*	*1,99,186*	*1,81,39*	*16,491*
		1926-27	2,11,121	1,96,68	17,986
Bengal and North-Western	3′ 3¾″	*1925-26*	*96,015*	*3,48,51*	*16,562*
		1926-27	96,744	3,64,55	17,143
Bengal-Nagpur	5′ 6″	*1925-26*	*2,23,010*	*7,89,08*	*38,741*
		1926-27	2,19,023	7,84,06	37,428
	2′ 6″	*1925-26*	*	*55,29*	*6,183*
		1926-27	*	50,32	5,636
Bombay, Baroda and Central India	5′ 6″	*1925-26*	*1,86,760*	*7,38,37*	*55,792*
		1926-27	1,91,363	6,52,57	49,277
	3′ 3¾″	*1925-26*	*	*5,66,35*	*23,104*
		1926-27	*	5,53,32	22,633
	2′ 6″	*1925-26*	*	*12,17*	*7,890*
		1926-27	*	9,32	5,504
Burma	3′ 3¾″	*1925-26*	*1,55,246*	*4,94,72*	*27,402*
		1926-27	1,56,660	4,62,42	25,129
	2′ 6″ ‖	*1925-26*	†	*81*	*5,063*
		1926-27	†	54	4,015
Eastern Bengal	5′ 6″	*1925-26*	*2,68,406*	*3,99,07*	*59,128*
		1926-27	2,69,493	4,41,68	61,382
	3′ 3¾″	*1925-26*	*	*2,50,41*	*24,539*
		1926-27	*	2,56,33	26,473
	2′ 0″	*1925-26*	*	†	4,251
		1926-27	*	2,41	4,813
East Indian	5′ 6″	*1925-26*	*3,31,129*	*20,08,54*	*51,636*
		1926-27	3,41,644	19,80,78	47,850
Great Indian Peninsula	5′ 6″	*1925-26*	*3,04,783*	*15,14,72*	*44,670*
		1926-27	3,08,388	15,08,87	43,670
	2′ 6″	*1925-26*	*	*18,37*	*9,119*
		1926-27	*	16,31	8,097
Jodhpur	3′ 3¾″	*1925-26*	*47,355*	*92,31*	*10,969*
		1926-27	50,920	88,45	10,514
	2′ 0″	*1925-26*	†	*49*	*1,941*
		1926-27	†	53	2,082
Madras and Southern Mahratta	5′ 6″	*1925-26*	*1,83,579*	*4,89,05*	*45,337*
		1926-27	1,88,683	4,82,26	44,591
	3′ 3¾″	*1925-26*	*	*3,61,12*	*18,012*
		1926-27	*	3,69,08	18,327
Nizam's Guaranteed State	5′ 6″	*1925-26*	*1,61,955*	*1,17,79*	*28,557*
		1926-27	1,82,457	1,13,86	27,555
	3′ 3¾″	*1925-26*	*91,196*	*82,04*	*14,331*
		1926-27	92,074	87,88	15,127
North Western (Commercial)	5′ 6″	*1925-26*	*2,14,519*	*15,91,28*	*37,599*
		1926-27	2,25,265	16,09,04	37,861
	2′ 6″	*1925-26*	*	*38,48*	*13,049*
		1926-27	*	34,41	11,497
Do. (Military)	5′ 6″	*1925-26*	*1,81,181*	*1,57,92*	*10,263*
		1926-27	1,81,834	1,44,87	9,322
	2′ 6″	*1925-26*	*	*6,15*	*3,409*
		1926-27	*	5,48	3,036
	2′ 0″	*1925-26*	‡	‡	‡
		1926-27	‡	83	19,843
Do. (Total)	...	*1925-26*	*2,05,314*	*17,93,33*	*29,035*
		1926-27	2,13,381	17,94,63	28,695
Rohilkund and Kumaon	3′ 3¾″	*1925-26*	*60,177*	*67,94*	*11,871*
		1926-27	74,530	66,14	11,513
South Indian	5′ 6″	*1925-26*	*1,62,943*	*1,62,56*	*36,143*
		1926-27	1,74,174	1,62,57	35,923
	3′ 3¾″	*1925-26*	*	*4,18,37*	*31,058*
		1926-27	*	4,24,57	31,311
	2′ 6″	*1925-26*	*	*3,55*	*3,595*
		1926-27	*	3,38	3,429
TOTAL CLASS I RAILWAYS	..	*1925-26*	*2,10,394*	*1,09,68,35*	*31,570*
		1926-27	2,15,766	1,08,74,02	30,657

* Included in 5′ 6″ gauge. † Included in 3′ 3¾″ gauge. ‡ Not available.

§ The gross earnings [col.(5)], (working expenses [col .(9)] and net earnings [col. (12)] include figures relating to steam boat service for class I Railways the results of

‖Converted to 3′ 3¾″ gauge on 5th February 1927.

of Class I Railways rated against selected units for the years 1925-26 and 1926-27.

Gross earnings per mile worked per week.	Gross earnings per train mile.	Total working expenses (in thousands of rupees). §	Working expenses per mean mile worked per week.	Working expenses per train mile.	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked.	Net earnings per train mile.
7	8	9	10	11	12	13	14
317·1	*6·34*	*99,03*	*168·1*	*3·36*	*82,36*	*7,748·0*	*2·98*
345·9	6·43	1,05,56	181·4	3·37	91,12	8,551·6	3·06
317·6	*5·35*	*1,43,48*	*125·0*	*2·11*	*2,05,03*	*10,046·2*	*3·25*
328·8	5·31	1,40,94	122·6	1·98	2,23,61	16,750·5	3·33
743·0	*7·56*	*4,86,97*	*451·6*	*4·60*	*3,02,11*	*15,193·1*	*2·96*
717·8	7·41	4,40,58	400·1	4·13	3,43,48	16,566·1	3·28
118·6	*3·62*	*40,03*	*35·8*	*2·62*	*15,26*	*1,707·2*	*1·00*
108·1	3·31	41,35	88·8	2·72	8,97	1,005·0	0·59
1,070·0	*9·10*	*4,73,96*	*686·4*	*5·83*	*2,64,91*	*16,983·4*	*3·27*
945·0	8·29	4,30,87	624·0	5·47	2,21,70	16,741·4	2·82
443·1	*5·82*	*3,27,07*	*255·6*	*3·36*	*2,39,78*	*9,777·2*	*2·46*
434·1	5·65	3,27,08	256·3	3·34	2,26,74	9,270·4	2·31
151·3	*5·85*	*6,38*	*79·4*	*3·07*	*7,79*	*3,751·3*	*2·78*
105·6	4·52	6,05	68·6	2·93	3,27	1,928·5	1·59
525·5	*6·85*	*2,76,07*	*290·4*	*3·78*	*2,13,65*	*12,260·6*	*3·07*
482·0	6·00	2,83,00	292·0	3·64	1,79,42	9,902 5	2·36
97·4	‡	*71*	*85·3*	‡	*10*	*625·0*	‡
77·2	‡	56	80·1	‡	—2	—1,48·7	‡
1,137·0	*8·25*	*2,94,26*	*840·0*	*6 09*	*1,04,81*	*15,456·0*	*2·16*
1,180·0	8·07	2,94,14	788·0	5·39	1,47,54	20,411·0	2·68
471·0	*6·39*	*1,76,69*	*324·0*	*4·38*	*73,72*	*7,680·0*	*2·01*
509·0	6·81	1,61,70	312·0	4·01	94,63	10,270·0	2·54
81·0	*1·91*	†	*87·0*	*2·04*	†	*—296·0*	*—0·13*
92·0	2·09	165	63·0	1·43	76	1,523·0	0·66
990·3	*7·08*	*12,51,21*	*598·7*	*4·28*	*7,93,33*	*10,417·4*	*2·80*
917·7	6·72	12,11,14	560·9	4·11	7,69,64	18,604·6	2·61
856·8	*7·36*	*10,93,49*	*618·1*	*5·31*	*4,21,23*	*12,440·0*	*2·05*
837·2	6·50	10,66,43	591·5	4·59	4,42,44	12,810·5	1·91
175·0	*5·98*	*8,27*	*78·4*	*2·69*	*10,10*	*5,015·5*	*3·29*
155·4	5·15	7,34	69·9	2·32	8,97	4,453·5	2·83
210·4	*5·51*	*65,04*	*143·2*	*3·88*	*27,27*	*3,240·3*	*1·63*
201·6	5·18	56,68	129·2	3·32	31,77	3,776·6	1·86
37·2	*2·63*	*27*	*20·9*	*1·47*	*22*	*854·1*	*1·16*
39·9	2·88	29	21·5	1·55	24	960·6	1·33
869·4	*8·37*	*2,73,95*	*487·2*	*4·69*	*2,15,10*	*19,940·8*	*3·68*
855·4	7·83	2,65,56	471·8	4·32	2,16,70	19,981·8	3·51
345·1	*4·88*	*2,09,15*	*200·9*	*2·84*	*1,51,97*	*7,546·6*	*2·04*
351·4	4·81	2,01,55	191·8	2·63	1,67,53	8,313·0	2·18
547·7	*8·79*	*54,16*	*251·8*	*4·04*	*63,63*	*15,427·1*	*4·75*
528·4	8·34	41,76	193·8	3·06	72,10	17,448·3	5·28
274·8	*6·50*	*40,24*	*134·8*	*3·19*	*41,80*	*7,300·8*	*3·31*
290·1	6·45	40,04	132·2	2·94	47,84	8,234·7	3·51
721·1	*8·71*	*10,00,96*	*451·4*	*5·45*	*5,90,32*	*14,063·2*	*3·26*
726·1	8·09	10.32,33	463·7	5·17	5,76,71	13,680·2	2·92
250·3	*5·84*	*32,13*	*244·1*	*5·70*	*6,35*	*324·0*	*0·14*
220·5	4·68	33,20	250·1	5·31	1,21	—1,544·5	—0·63
196·8	*5·48*	*1,68,23*	*209·7*	*5·84*	*—10,31*	*—671·4*	*—0·36*
178·8	4·90	1,70,68	210·6	5·77	—25,81	—1,660·8	—0·87
65·4	*3·13*	*11,70*	*124·3*	*5·96*	*—5,55*	*—3,074·1*	*—2·83*
58·2	2·57	12,65	134·4	5·93	—7,17	—3,973·3	—3·36
‡	‡	‡	‡	‡	‡	‡	‡
38·1	1·33	2,51	114·8	4·01	—1,68	—4,002 2	—2·68
558·4	*8·17*	*12,13,02*	*377·6*	*5·52*	*5,80,81*	*9,400·9*	*2·64*
551·8	7·54	12,51,37	384·8	5·26	5,43,26	8,686·5	2·28
228·3	*5·58*	*34,09*	*114·6*	*2·80*	*33,85*	*5,914·3*	*2·78*
221·4	5·14	32,61	109·2	2·54	33,53	5,835·8	2·60
693·1	*7·27*	*1,06,51*	*455·0*	*4·77*	*56,05*	*12,416·0*	*2·50*
688·9	6·90	92,60	393·1	3·94	69,97	15,423·5	2·96
595·6	*5·91*	*2,29,33*	*325·8*	*3·23*	*1,89,04*	*14,067·6*	*2·68*
600·5	5·28	2,22,71	313·1	2·75	2,01,86	14,985·0	2·53
68·9	*2·18*	*4,70*	*91·3*	*2·88*	*—1,15*	*—1,163·9*	*—0·70*
65·8	2·06	4,60	89·4	2·80	—1,22	—1,233·8	—0·74
607·1	*7·11*	*68,72,58*	*380·4*	*4·46*	*40,95,76*	*11,788·7*	*2·66*
590·0	6·69	67,38,15	365·0	4·14	41,45,87	11,685·1	2·55

but while calculating working results, the Steam Boat earnings and expenses have been excluded. These remarks do not apply to Total which have been worked out including Steam Boat earnings and expenses.

15.—*Results of working of Class I Railways*

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for coaching and goods traffic including the balance only of the payments to other lines for mileage, hire, etc., charges & excluding steam boat expenses.	Col. 3 divided in the ratio of gross ton mileage.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1925-26*	*4,60,52,116*	*1,17,49,003*	*3,43,03,113*	*5·55*	*2·71*	*2·84*
	1926-27	4,14,24,558	1,00,97,496	3,13,27,062	5·33	2·31	3·02
Bombay, Baroda and Central India	*1925-26*	*4,59,47,265*	*1,95,01,410*	*2,64,45,855*	*5·89*	*4·04*	*1·85*
	1926-27	4,16,78,943	1,89,87,466	2,26,91,477	5·32	3·80	1·52
Eastern Bengal	*1925-26*	*2,86,70,046*	*1,51,82,500*	*1,34,87,546*	*4·98*	*4·40*	*0·58*
	1926-27	2,84,58,921	1,41,32,523	1,43,26,398	4·64	3·75	0·89
East Indian	*1925-26*	*11,90,69,750*	*3,47,55,015*	*8,43,14,735*	*5·18*	*2·55*	*2·63*
	1926-27	11,91,71,385	3,67,71,842	8,23,99,543	4·62	2·51	2·11
Great Indian Peninsula	*1925-26*	*10,67,88,194*	*4,08,85,919*	*6,59,02,275*	*4·63*	*3·44*	*1·19*
	1926-27	10,43,02,810	4,27,85,401	6,15,17,409	3·89	3·15	0·74
Madras and Southern Mahratta	*1925-26*	*2,62,77,401*	*1,11,72,450*	*1,51,04,951*	*5·27*	*3·19*	*2·08*
	1926-27	2,57,02,062	1,12,50,168	1,44,51,894	5·39	3·16	2·23
Nizam's Guaranteed State	*1925-26*	*42,43,991*	*15,96,428*	*26,47,563*	*4·31*	*2·20*	*2·11*
	1926-27	38,01,146	13,98,939	24,02,207	4·28	1·86	2·42
North Western	*1925-26*	*11,42,68,630*	*5,31,69,705*	*6,10,98,925*	*5·72*	*3·96*	*1·76*
	1926-27	11,70,74,754	5,34,87,780	6,35,86,974	5·18	3·73	1·45
South Indian	*1925-26*	*93,57,936*	*48,59,600*	*44,98,336*	*4·52*	*3·35*	*1·17*
	1926-27	91,55,003	49,31,409	42,23,594	4·25	3·19	1·06
3′ 3½″ GAUGE.							
Assam-Bengal	*1925-26*	*91,02,482*	*43,01,833*	*48,00,649*	*6·16*	*3·12*	*3·04*
	1926-27	98,33,936	45,13,777	53,20,159	6·57	3·19	3·38
Bengal and North-Western	*1925-26*	*1,37,16,773*	*66,22,742*	*70,94,031*	*5·06*	*1·80*	*3·26*
	1926-27	1,35,21,360	62,70,630	72,50,730	5·07	1·63	3·44
Bombay, Baroda and Central India	*1925-26*	*3,15,76,472*	*1,34,09,148*	*1,81,67,324*	*4·97*	*2·58*	*2·39*
	1926-27	3,15,74,843	1,33,41,177	1,82,33,666	4·42	2·46	1·96
Burma	*1925-26*	*2,62,20,777*	*95,06,696*	*1,67,14,081*	*5·72*	*3·00*	*2·72*
	1926-27	2,67,25,672	93,57,681	1,73,67,991	5·16	2·87	2·29
Eastern Bengal	*1925-26*	*1,62,46,270*	*81,78,810*	*80,67,460*	*5·49*	*3·65*	*1·84*
	1926-27	1,51,16,575	73,38,011	77,78,564	5·58	3·25	2·33
Jodhpur	*1925-26*	*61,50,101*	*24,40,033*	*37,10,068*	*5·68*	*3·09*	*2·59*
	1926-27	52,15,782	21,53,856	30,61,926	5·19	2·70	2·49
Madras and Southern Mahratta	*1925-26*	*2,00,70,514*	*80,40,661*	*1,20,29,853*	*4·14*	*2·43*	*1·71*
	1926-27	1,91,78,530	73,61,875	1,18,16,655	4·05	2·19	1·86
Nizam's Guaranteed State	*1925-26*	*35,56,352*	*19,13,763*	*16,42,589*	*3·80*	*2·07*	*1·73*
	1926-27	36,62,776	18,64,659	17,98,117	3·58	1·90	1·68
Rohilkund and Kumaon	*1925-26*	*33,33,517*	*13,86,167*	*19,47,350*	*5·65*	*2·55*	*3·10*
	1926-27	32,09,387	12,72,662	19,36,725	5·02	2·13	2·89
South Indian	*1925-26*	*2,15,80,803*	*1,16,08,221*	*99,72,582*	*5·12*	*2·63*	*2·49*
	1926-27	2,08,59,030	1,09,44,106	99,14,924	4·66	2·31	2·35

* Information not

| Including Narrow

for the years 1925-26 and 1926-27.

GOODS TRAFFIC.

Goods earnings per train mile	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods vehicle per mile (excluding brakes).	Cost of hauling a goods vehicle one mile.	Profit on working a goods vehicle one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5¼ per cent. per annum).	Profit on working a goods unit (*viz.*, one ton) one mile.
9	10	11	12	13	14	15	16	17
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
8·79	*	*	*43·7*	*28·2*	*15·5*	*2·32*	*4·72*	*1·54*
9·01	5·31	3·70	43·7	25·7	18·0	2·52	4·46	1·70
13·30	*	*	*65·1*	*39·4*	*25·7*	*5·04*	*8·97*	*3·35*
13·00	7·92	5·08	64·9	39·7	25·2	4·66	9·04	3·10
15·80	*	*	*64·8*	*40·4*	*24·4*	*5·27*	*8·17*	*3·10*
15·10	8·52	6·58	68·6	38·8	29·8	5·18	8·08	3·83
8·62	*	*	*36·0*	*24·1*	*11·9*	*2·73*	*4·22*	*1·33*
8·69	5·62	3·07	37·0	23·9	13·1	2·63	4·10	1·41
10·70	*8·04*	*2·66*	*57·0*	*40·5*	*16·5*	*4·73*	*7·49*	*1·92*
9·92	6·43	3·49	56·1	36·4	19·7	4·30	6·92	2·30
12·60	*	*	*64·7*	*33·6*	*31·1*	*3·79*	*5·70*	*3·32*
11·10	5·70	5·40	65·0	33·5	31·5	3·79	5·82	3·54
12·20	*	*	*75·2*	*26·8*	*48·4*	*3·05*	*5·80*	*5·45*
12·80	3·95	8·85	74·5	23·0	51·5	2·57	5·21	5·73
13·10	*	*	*58·9*	*37·8*	*21·1*	*4·72*	*7·05*	*2·21*
11·50	7·52	3·98	59·6	39·0	20·6	4·24	6·69	2·12
10·80	*	*	*82·0*	*44·0*	*38·0*	*5·03*	*7·57*	*4·35*
10·40	5·22	5·18	80·4	40·6	39·8	5·10	7·84	5·00
6·36	*	*	*42·9*	*23·2*	*19·7*	*4·94*	*11·10*	*4·17*
6·17	3·37	2·80	41·6	22·7	18·9	5·01	10·90	4·11
5·73	*	*	*37·8*	*15·8*	*22·0*	*3 02*	*5·41*	*4·17*
6·46	2·53	3·93	37·9	14·9	23·0	2·94	5·32	4·49
6·56	*	*	*37·8*	*23·1*	*14·8*	*4·54*	*6·32*	*2·88*
6·91	4·16	2·75	38·6	23·2	15·4	4·70	6·59	3·15
7·56	*	*	*49·4*	*27·2*	*22·2*	*4·55*	*7·18*	*3·70*
6·40	3·94	2·46	49·6	30·6	19·0	4·88	7·74	3·03
7·75	*	*	*37·5*	*25·2*	*12·3*	*5·93*	†*8·85*	*2·81*
8·18	5·00	3·18	42·0	25·6	16·4	5·69	†8·73	3·61
4·98	*	*	*28·1*	*23·7*	*4·37*	*5·98*	*8·17*	*1·09*
4·70	3·39	1·31	27·6	19·9	7·69	5·59	8·11	2·13
5·37	*	*	*41·8*	*23·7*	*18·1*	*5·10*	*7·69*	*3·62*
5·30	2·85	2·45	42·3	22·8	19·5	4·76	7·33	4·05
12·70	*	*	*66·9*	*26·0*	*40·9*	*4·68*	*8·51*	*8·32*
13·20	4·83	8·37	72·2	26·3	45·9	4·44	7·98	7·66
5·13	*	*	*45·1*	*25·6*	*19·5*	*4·25*	*7·21*	*2·99*
4·87	2·84	2·03	45·1	26·3	18·8	4·14	7·94	2·97
6·93	*	*	*45·4*	*26·6*	*18·8*	*6·36*	*9·30*	*4 54*
5·84	3·14	2·70	44·8	24·1	20·7	5·63	8·80	4·77

available.
Gauge.

16.—Statement of ton mileage of Class I Railways for the years 1925-26 and 1926-27 (In thousands.)

Railway.	Year.	‡Net or freight ton miles (Goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental.)		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur	*1925-26*	*2,305,445*	*1,332,623*	*4,456,448*	*1,772,888*	*5,176,233*	*1,777,853*	*5,249,430*
	1926-27	2,378,980	1,274,938	4,559,658	1,713,591	5,240,215	1,719,899	5,335,915
Bombay, Baroda and Central India.	*1925-26*	*1,006,875*	*1,311,269*	*2,133,185*	*1,793,472†*	*2,441,338*	*1,800,265*	*2,469,931*
	1926-27	921,684	1,339,544	1,867,426	1,843,437	2,135,422	1,845,498	2,205,511
Eastern Bengal	*1925-26*	*468,521*	*1,100,365†*	*1,071,820†*	*1,388,029†*	*1,183,991†*	*1,390,219*	*1,235,016*
	1926-27	507,047	1,039,556	1,173,218	1,363,897	1,292,882	1,367,169	1,385,924
East Indian	*1925-26*	*5,837,039*	*4,186,964*	*11,787,992*	*5,530,103*	*13,326,207*	*5,530,153*	*13,537,302*
	1926-27	5,978,031	4,600,529	11,923,036	6,077,633	13,404,056	6,136,191	13,750,177
Great Indian Peninsula	*1925-26*	*2,626,115†*	*3,126,632†*	*5,673,382†*	*4,096,406†*	*6,552,079†*	*4,100,384*	*6,708,039*
	1926-27	2,702,843	3,431,533	5,795,444	4,581,443	6,694,059	4,586,560	6,930,148
Madras and Southern Mahratta	*1925-26*	*766,164*	*1,004,246*	*1,573,350*	*1,350,590*	*1,825,973*	*1,357,382*	*1 884,490*
	1926-27	707,571	1,031,951	1,493,191	1,391,914	1,723,366	1,404,500	1,804,212
Nizam's Guaranteed State	*1925-26*	*164,531*	*154,550*	*330,168*	*235,908*	*391,236*	*237,432*	*401,970*
	1926-27	175,607	165,874	349,699	250,040	409,570	251,326	431,567
North Western	*1925-26*	*2,485,068*	*4,014,238*	*5,333,044*	*5,306,167*	*6,097,478*	*5,317,208*	*6,352,391*
	1926-27	2,698,001	4,400,382	5,550,805	5,776,649	6,334,332	5,792,393	6,886,072
South Indian	*1925-26*	*169,692*	*332,334*	*361,833*	*469,126*	*437,072*	*470,765*	*448,815*
	1926-27	154,824	350,764	338,499	495,396	409,190	496,680	427,617
Total	*1925-26*	*15,879,448*	*16,563,771*	*32,721,729*	*21,937,689*	*37,431,607*	*22,031,661*	*38,287,384*
	1926-27	16,224,588	17,635,071	33,050,976	23,494,000	37,644,092	23,600,216	39,167,143
3′ 3½″ Gauge.								
Assam-Bengal	*1925-26*	*183,070*	*349,466*	*358,448†*	*428,381†*	*468,049*	*429,684*	*479,419*
	1926-27	203,386	366,719	428,092	446,390	520,827	447,391	527,117
Bengal and North Western	*1925-26*	*435,195*	*760,512*	*870,818*	*945,618*	*1,012,910*	*949,175*	*1,077,332*
	1926-27	462,642	773,865	915,708	964,073	1,056,683	967,711	1,118,964
Bombay, Baroda and Central India.	*1925-26*	*731,956*	*959,170*	*1,422,580*	*1,218,776†*	*1,651,811*	*1,219,188*	*1,678,171*
	1926-27	718,677	942,193	1,406,724	1,212,859	1,618,115	1,213,143	1,658,029
Burma	*1925-26*	*666,204*	*649,823*	*1,242,576*	*832,194†*	*1,464,827*	*833,170*	*1,589,306*
	1926-27	637,275	651,215	1,171,234	837,700	1,386,242	838,428	1,556,135
Eastern Bengal	*1925-26*	*238,656*	*566,534†*	*553,296†*	*693,030†*	*626,833†*	*694,284*	*684,832*
	1926-27	245,110	513,796	542,628	632,924	611,137	634,714	672,820
Jodhpur	*1925-26*	*117,972*	*152,322*	*246,320*	*197,953†*	*298,618†*	*198,194*	*301,354*
	1926-27	101,613	158,554	231,953	204,639	281,643	205,059	291,513
Madras and Southern Mahratta	*1925-26*	*452,770*	*586,499*	*943,002*	*768,823*	*1,150,265*	*770,951*	*1,212,473*
	1926-27	466,494	584,408	965,268	763,593	1,169,248	766,003	1,229,523
Nizam's Guaranteed State	*1925-26*	*65,970*	*127,331*	*131,451*	*180,045*	*184,633*	*181,039*	*180,007*
	1926-27	76,489	129,748	147,284	185,801	172,166	186,685	180,023
Rohilkund and Kumaon	*1925-26*	*83,620*	*105,143*	*158,992*	*132,178*	*185,690*	*134,061*	*202,188*
	1926-27	80,479	115,114	153,642	145,245	180,162	147,369	224,264
South Indian	*1925-26*	*299,952*	*705,347*	*694,294*	*920,931*	*821,487*	*924,302*	*873,399*
	1926-27	312,778	760,432	721,670	989,568	857,574	993,185	929,848
Total	*1925-26*	*3,275,365*	*4,962,147*	*6,621,777*	*6,317,934*	*7,835,023*	*6,334,048*	*8,258,981*
	1926-27	3,304,943	4,996,044	6,684,203	6,382,692	7,853,797	6,399,688	8,388,236
2′ 6″ & 2′ 0″ Gauges.								
Bengal Nagpur	*1925-26*	*52,268*	*115,188*	*122,801*	*156,072*	*160,862*	*156,257*	*168,992*
	1926-27	47,319	110,174	111,790	150,853	146,147	150,913	161,640
Bombay, Baroda and Central India	*1925-26*	*5,009*	*15,026*	*10,723*	*18,024*	*13,743*	*18, 24*	*13,747*
	1926-27	3,839	13,401	8,449	17,240	10,870	17,241	10,985
Eastern Bengal	*1925-26*	*260*	*3,900*	*743†*	*4,991*	*922†*	*4,991*	*1,187*
	1926-27	312	4,629	823	5,863	1,001	5,867	1,230
Great Indian Peninsula	*1925-26*	*6,904†*	*17,760*	*21,545†*	*24,709†*	*27,134†*	*24,717*	*29,526*
	1926-27	7,063	17,765	21,250	24,873	27,413	24,8 5	30,368
Jodhpur	*1925-26*	*123*	*526*	*244*	*718*	*313*	*718*	*313*
	1926-27	102	545	190	748	246	748	246
North Western 2′ 6″ gauge	*1925-26*	*16,024*	*34,182*	*39,219*	*49,722*	*58,937*	*49,856*	*60,499*
	1926-27	16,095	36,052	38,916	51,924	58,852	52,084	64,701
North Western 2′ 0″ gauge	*1925-26*	*	*	*	*	*	*	*
	1926-27	411	1,131	1,308	1,484	1,699	1,492	2,745
South Indian	*1925-26*	*1,613*	*7,888*	*4,247*	*12,568*	*6,006*	*12,568*	*6,534*
	1926-27	1,510	8,127	3,811	12,924	5,507	12,937	6,125
Tota	*1925-26*	*82,201*	*194,470*	*199,522*	*266,804*	*267,917*	*267,131*	*280,798*
	1926-27	76,651	191,824	186,537	265,709	251,735	266,177	278,040
Total Class I Railways	*1925-26*	*19,237,014*	*21,720,388*	*39,543,023*	*28,532,427*	*45,534,547*	*28,632,840*	*46,827,163*
	1926-27	19,606,182	22,822,939	39,921,716	30,142,401	45,749,624	30,266,081	47,823,419

*Figures not available.
†Revised figures.
‡ Excluding Departmental.

17.—*Statement of Train and Engine Mileage of Class I Railways for the years 1925-26 and 1926-27.* (*In thousands.*)

Railway.	Year.	TRAIN MILES.						
			Goods.			Mixed.		
		Passenger.	Main lines.	Branch lines.	Total.	Main lines.	Branch lines.	Total.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur	*1925-26*	*4,192*	*5,602*	*142*	*5,744*	*116*	*159*	*275*
	1926-27	4,230	3,650	2,136	5,786	14	244	258
Bombay, Baroda and Central India	*1925-26*	*4,598*	*2,141*	*313*	*2,454*	*461*	*406*	*867*
	1926-27	4,711	1,788	257	2,045	454	438	892
Eastern Bengal	*1925-26*	*3,383*	*1,155*	*114*	*1,269*	*11*	*88*	*99*
	1926-27	3,685	1,255	121	1,376	18	94	112
East Indian	*1925-26*	*12,778*	*11,737*	*2,036*	*13,773*	*113*	*1,083*	*1,196*
	1926-27	13,934	11,751	1,813	13,564	100	822	922
Great Indian Peninsula	*1925-26*	*11,325*	*6,229*	*1,704*	*7,933*	*24*	*536*	*560*
	1926-27	12,257	6,184	1,980	8,164	31	395	426
Madras and Southern Mahratta	*1925-26*	*3,400*	*1,439*	*503*	*1,942*	*2*	*300*	*302*
	1926-27	3,449	1,311	517	1,828	44	330	374
Nizam's Guaranteed State	*1925-26*	*696*	*521*	*1*	*522*	..	*77*	*77*
	1926-27	728	480	2	482	..	78	78
North Western	*1925-26*	*10,195*	*4,214*	*2,463*	*6,677*	*1,010*	*2,783*	*3,793*
	1926-27	11,884	4,336	2,452	6,788	339	2,671	2,910
South Indian	*1925-26*	*1,220*	*574*	..	*574*	*387*	..	*387*
	1926-27	1,333	561	..	561	334	4	338
Total	*1925-26*	*51,787*	*35,612*	*7,276*	*40,888*	*2,124*	*5,432*	*7,556*
	1926-27	56,211	31,316	9,278	40,594	1,334	4,976	6,310
3′ 3¾″ Gauge.								
Assam-Bengal	*1925-26*	*422*	*335*	*200*	*535*	*1,022*	*752*	*1,774*
	1926-27	432	345	224	569	1,158	782	1,940
Bengal and North-Western	*1925-26*	*1,602*	*1,095*	*294*	*1,389*	*410*	*3,074*	*3,484*
	1926-27	1,920	1,151	416	1,567	445	2,783	3,228
Bombay, Baroda and Central India	*1925-26*	*3,720*	*1,696*	*1,833*	*3,529*	*583*	*1,739*	*2,322*
	1926-27	3,987	1,633	1,919	3,552	556	1,530	2,086
Burma	*1925-26*	*1,096*	*1,721*	*530*	*2,251*	*1,762*	*1,526*	*3,288*
	1926-27	1,098	1,573	590	2,163	1,755	1,585	3,340
Eastern Bengal	*1925-26*	*1,211*	*1,153*	*37*	*1,190*	*931*	*323*	*1,254*
	1926-27	1,167	1,073	42	1,115	896	404	1,300
Jodhpur	*1925-26*	*372*	*406*	*23*	*429*	*589*	*270*	*859*
	1926-27	414	370	9	379	569	291	860
Madras and Southern Mahratta	*1925-26*	*2,524*	*2,098*	*679*	*2,777*	*761*	*937*	*1,698*
	1926-27	2,606	2,168	716	2,884	622	979	1,601
Nizam's Guaranteed State	*1925-26*	*843*	*249*	*24*	*273*	..	*117*	*117*
	1926-27	882	271	23	294	..	142	142
Rohilkund and Kumaon	*1925-26*	*230*	*103*	*16*	*119*	*479*	*252*	*731*
	1926-27	246	85	11	96	504	272	776
South Indian	*1925-26*	*3,624*	*1,275*	*582*	*1,857*	*275*	*868*	*1,143*
	1926-27	3,700	1,390	591	1,981	375	1,065	1,440
Total	*1925-26*	*15,650*	*10,131*	*4,218*	*14,349*	*6,802*	*9,858*	*16,660*
	1926-27	16,452	10,059	4,541	14,600	6,880	9,833	16,713
2′ 6″ & 2′ 0″ Gauges.								
Bengal-Nagpur	*1925-26*	*231*			*508*			*716*
	1926-27	280			448			710
Bombay, Baroda and Central India	*1925-26*	*1*			*11*			*195*
	1926-27	1			3			200
Eastern Bengal	*1925-26*	*1*			..			*95*
	1926-27	28			..			77
Great Indian Peninsula	*1925-26*	*1*			..			*292*
	1926-27	..			1			294
Jodhpur	*1925-26*	..			..			*19*
	1926-27	..			..			18
North Western — 2′ 6″ gauge	*1925-26*	*137*			*357*			*314*
	1926-27	144			369			322
North Western — 2′ 0″ gauge	*1925-26**	*			*			*
	1926-27	1			1			40
South Indian	*1925-26*	..			..			*160*
	1926-27	..			..			160
Total	*1925-26*	*421*			*876*			*1,791*
	1926-27	454			922			1,830
Total Class I Railways	*1925-26*	*67,858*			*56,113*			*26,07*
	1926-27	73,117			56,016			24,853

*Information not available.

17.—*Statement of Train and Engine Mileage of Class I Railways*

Railway.	Year.	Train Miles. Main and Branch lines. Passenger and proportion of mixed.	Train Miles. Main and Branch lines. Goods and proportion of mixed.	Train Miles. Main and Branch lines. Total.	Train Miles. Departmental.§ Passenger.	Train Miles. Departmental.§ Goods.	Rail motor car miles.	Shunting Miles. Passenger and proportion of mixed. Shunting Engines.	Shunting Miles. Passenger and proportion of mixed. Train Engines.	Shunting Miles. Passenger and proportion of mixed. Total.	Shunting Miles. Goods and proportion of mixed. Shunting Engines.	Shunting Miles. Goods and proportion of mixed. Train Engines.	Shunting Miles. Goods and proportion of mixed. Total.
10	11	12	13	14	15	16	17	18	19	20	21	22	23
5′ 6″ Gauge.													
Bengal-Nagpur	*1925-26*	*4,338*	*5,873*	*10,211*	*12*	*169*	..	*493*	..	*493*	*2,812*	*130*	*2,942*
	1926-27	4,371	5,903	10,274	21	195	..	478	1	479	2,728	117	2,845
Bombay, Baroda and Central India.	*1925-26*	*4,833*	*3,086*	*7,919*	*6*	*193*	..	*133*	*5*	*138*	*1,120*	*19*	*1,139*
	1926-27	5,002	2,646	7,648	5	221	..	158	..	158	946	13	959
Eastern Bengal	*1925-26*	*3,451*	*1,300*	*4,751*	*9*	*68*	..	*271*	*2*	*273*	*1,188*	*25*	*1,213*
	1926-27	3,795	1,408	5,173	12	273	..	282	1	283	1,186	24	1,210
East Indian	*1925-26*	*13,674*	*14,133*	*27,747*	*127*	*494*	..	*763*	*1*	*764*	*5,859*	*57*	*5,910*
	1926-27	14,652	13,768	28,420	133	893	..	664	1	665	5,588	52	5,640
Great Indian Peninsula	*1925-26*	*11,616*	*7,202*	*19,818*	*15*	*468*	..	*434*	*23*	*457*	*2,353*	*17*	*2,370*
	1926-27	12,532	8,315	20,847	22	1,252	17	439	20	459	2,264	19	2,283
Madras and Southern Mahratta.	*1925-26*	*3,497*	*2,147*	*5,644*	*42*	*160*	*19*	*156*	..	*156*	*835*	*20*	*855*
	1926-27	3,565	2,086	5,651	40	452	20	165	..	165	799	17	816
Nizam's Guaranteed State	*1925-26*	*725*	*570*	*1,295*	*7*	*38*	..	*16*	..	*16*	*154*	*1*	*155*
	1926-27	753	535	1,288	5	74	..	19	..	19	171	1	172
North Western	*1925-26*	*13,414*	*7,251*	*20,665*	*38*	*440*	..	*1,305*	*1*	*1,306*	*2,666*	*77*	*2,743*
	1926-27	14,339	7,243	21,582	52	1,210	..	1,095	2	1,097	2,660	71	2,731
South Indian	*1925-26*	*1,452*	*729*	*2,181*	*7*	*50*	..	*76*	..	*76*	*216*	..	*216*
	1926-27	1,544	688	2,232	5	121	..	79	..	79	235	6	241
Total	*1925-26*	*56,940*	*43,291*	*100,231*	*263*	*2,085*	*19*	*3,647*	*32*	*3,679*	*17,203*	*340*	*17,543*
	1926-27	60,523	42,592	103,115	295	4,691	37	3,379	25	3,404	16,577	320	16,897
3′ 3⅜″ Gauge.													
Assam-Bengal	*1925-26*	*1,381*	*1,350*	*2,731*	*6*	*51*	..	*31*	*1*	*32*	*579*	*12*	*591*
	1926-27	1,414	1,527	2,941	6	54	..	80	...	80	616	12	628
Bengal and North-Western	*1925-26*	*3,683*	*2,792*	*6,475*	*17*	*171*	..	*126*	..	*126*	*1,152*	*5*	*1,157*
	1926-27	3,859	2,856	6,715	21	257	..	132	..	132	1,207	4	1,211
Bombay, Baroda and Central India.	*1925-26*	*5,188*	*4,389*	*9,577*	*3*	*153*	..	*251*	*4*	*255*	*1,054*	*25*	*1,079*
	1926-27	5,414	4,211	9,625	2	173	..	241	19	260	995	26	1,021
Burma	*1925-26*	*3,174*	*3,461*	*6,635*	*7*	*550*	..	*279*	..	*279*	*1,127*	*4*	*1,131*
	1926-27	3,259	3,342	6,601	5	1,071	..	280	..	280	1,074	1	1,075
Eastern Bengal	*1925-26*	*2,240*	*1,415*	*3,655*	*6*	*131*	..	*259*	*3*	*262*	*831*	*18*	*849*
	1926-27	2,259	1,323	3,582	9	234	..	214	..	214	774	9	783
Jodhpur	*1925-26*	*789*	*871*	*1,660*	*2*	*19*	..	*57*	*1*	*58*	*223*	*2*	*230*
	1926-27	799	854	1,653	4	49	..	63	..	63	251	2	253
Madras and Southern Mahratta.	*1925-26*	*3,309*	*3,680*	*6,989*	*15*	*264*	..	*152*	*1*	*153*	*767*	*5*	*772*
	1926-27	3,356	3,735	7,091	14	405	..	160	1	161	773	9	782
Nizam's Guaranteed State	*1925-26*	*923*	*310*	*1,233*	*7*	*23*	..	*21*	..	*21*	*97*	..	*97*
	1926-27	983	335	1,318	7	38	..	24	..	24	95	..	95
Rohilkund and Kumaon	*1925-26*	*545*	*535*	*1,080*	*8*	*131*	..	*29*	*1*	*30*	*239*	*8*	*247*
	1926-27	596	522	1,118	8	160	..	29	..	29	205	2	207
South Indian	*1925-26*	*4,410*	*2,214*	*6,624*	*23*	*335*	*30*	*234*	..	*234*	*575*	*11*	*586*
	1926-27	4,739	2,382	7,121	20	773	66	260	1	261	634	18	652
Total	*1925-26*	*25,642*	*21,017*	*46,659*	*94*	*1,821*	*30*	*1,489*	*11*	*1,500*	*6,689*	*90*	*6,779*
	1926-27	26,678	21,087	47,765	96	3,214	66	1,483	21	1,504	6,624	83	6,707
2′ 6″ & 2′ 0″ Gauges.								Shunting Engines.	Train Engines.	Total.			
Bengal-Nagpur	*1925-26*	*798*	*707*	*1,505*		*24*	..	*411*	*7*	*418*			
	1926-27	801	637	1,438		82	..	384	5	389			
Bombay, Baroda and Central India.	*1925-26*	*105*	*102*	*207*		*1*	..	*29*	..	*29*			
	1926-27	124	80	204		2	..	29	..	29			
Eastern Bengal	*1925-26*	*82*	*14*	*96*		*8*	..	*7*	..	*7*			
	1926-27	92	13	105		10	..	7	..	7			
Great Indian Peninsula	*1925-26*	*161*	*132*	*293*		*15*	..	*42*	..	*42*			
	1926-27	159	136	295		22	..	39	..	39			
Jodhpur	*1925-26*	*14*	*5*	*19*	..		..	..	..	..			
	1926-27	14	4	18	..		..	..	..	..			
North Western (2′ 6″ gauge)	*1925-26*	*389*	*419*	*808*		*12*	*53*	*182*	..	*182*			
	1926-27	406	429	835		63	70	171	1	172			
North Western (2′ 0″ gauge)	*1925-26*	*	*	*		*	..	*	*	*			
	1926-27	24	27	51		12	..	4	..	4			
South Indian	*1925-26*	*117*	*43*	*160*		*3*	..	*3*	..	*3*			
	1926-27	118	42	160		5	..	7	..	7			
Total	*1925-26*	*1,666*	*1,422*	*3,088*		*63*	*53*	*674*	*7*	*681*			
	1926-27	1,738	1,368	3,106		196	70	641	6	647			
Total Class I Railways	*1925-26*	*84,248*	*65,730*	*149,978*		*4,326*	..	29,702	*480*	*30,182*			
	1926-27	88,939	65,047	153,986		8,492	..	28,704	455	29,159			

* Information not available.

§ Including proportion of mixed.

for years 1925-26 and 1926-27. (*In thousands.*)—concld.

Other Engine Miles.														Total Engine miles (including train engine miles) Main and Branch Lines. (Total of Columns 14 to 16, 20, 23, 27, 28, 32, 33 and 37.)
Passenger and proportion of mixed.					*Goods and proportion of mixed.*					Departmental.†				
Assisting not required.	Assisting required.	Light.	Total 'Other.'	† Departmental.	Assisting not required.	Assisting required.	Light.	Total 'Other.'	Siding.	Loco.	Engr.	Miscl.	Total.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
10	*16*	*39*	*65*	*4*	*18*	*540*	*665*	*1,223*	*391*	*402*	*29*	*1*	*432*	*15,942*
10	14	46	70	5	15	396	558	969	440	401	18	1	420	15,718
2	*9*	*287*	*298*	*1*	*1*	..	*107*	*108*	..	*63*	*4*	*3*	*70*	*9,377*
2	4	274	280	1	1	..	98	99	..	131	42	..	173	9,544
..	..	*8*	*8*	*22*	*9*	..	*16*	*25*	*170*	*61*	*11*	..	*72*	*6,611*
..	..	11	11	37	6	..	17	23	195	72	19	1	92	7,309
10	*130*	*215*	*455*	*73*	*249*	*168*	*1,448*	*1,865*	*1,675*	*384*	*103*	*277*	*764*	*39,854*
78	125	275	478	79	186	161	1,132	1,479	1,538	478	137	130	745	40,070
39	*175*	*231*	*445*	*13*	*129*	*600*	*617*	*1,346*	*10*	*260*	*80*	*12*	*352*	*25,294*
66	260	233	549	13	136	596	485	1,307	35	229	140	8	383	27,050
..	*30*	*88*	*118*	*5*	*33*	*130*	*162*	*325*	..	*161*	..	..	*161*	*7,466*
..	33	86	119	4	15	98	104	217	..	158	5	..	163	7,627
..	*2*	*16*	*18*	*1*	*3*	*2	*64*	*69*	..	*43*	*20*	*1*	*64*	*1,663*
2	..	19	21	1	2	..	43	45	..	49	22	1	72	1,697
121	*378*	*124*	*623*	*22*	*73*	*477*	*505*	*1,055*	*103*	*553*	*57*	*133*	*743*	*27,738*
162	381	133	676	24	64	389	464	917	135	538	64	184	786	29,210
11	*10*	*3*	*24*	*72*	*28*	*99*	*35*	*162*	..	*64*	*6*	..	*70*	*2,858*
2	..	6	8	66	19	53	35	107	..	80	10	..	90	2,949
273	*750*	*1,011*	*2,034*	*213*	*543*	*2,016*	*3,619*	*6,178*	*2,349*	*1,991*	*310*	*427*	*2,728*	*137,303*
322	807	1,083	2,212	230	444	1,663	2,036	5,063	2,343	2,136	463	325	2,924	141,174
1	*4*	*10*	*15*	*2*	*4*	*22*	*46*	*72*	*2*	*26*	*5*	*13*	*44*	*3,596*
1	5	11	17	2	5	24	46	75	4	27	3	15	45	3,852
10	..	*12*	*22*	*32*	*20*	*15*	*18*	*53*	..	*162*	*6*	..	*168*	*8,261*
11	..	13	24	30	38	13	19	70	..	161	5	..	166	8,626
54	*8*	*63*	*125*	*1*	*97*	*14*	*67*	*178*	*5*	*348*	*5*	*3*	*356*	*11,732*
57	10	82	149	..	89	15	80	184	20	326	11	1	338	11,772
..	*18*	*36*	*54*	..	*6*	*43*	*153*	*207*	*239*	*29*	*1*	*60*	*90*	*9,192*
17	20	32	69	..	22	54	184	260	322	34	..	66	100	9,783
1	..	*7*	*8*	*2*	*1*	..	*4*	*5*	*23*	*117*	*83*	*16*	*216*	*5,157*
..	..	5	5	6	1	..	6	7	30	96	80	20	196	5,066
4	..	*8*	*12*	..	*6*	..	*6*	*12*	..	*10*	*3*	*8*	*21*	*2,007*
..	..	8	8	..	1	..	4	5	..	9	3	7	19	2,054
..	*14*	*21*	*35*	*5*	*119*	*221*	*106*	*446*	..	*81*	..	..	*81*	*8,330*
..	13	20	33	5	76	225	76	377	..	107	4	..	111	8,979
..	..	*36*	*36*	*2*	..	*3*	*18*	*21*	..	*28*	*8*	*1*	*37*	*1,477*
2	1	42	45	1	..	2	15	17	..	31	11	*1	43	1,588
5	*7*	*6*	*18*	*5*	*9*	*4*	*8*	*21*	*1*	*14*	..	*3*	*17*	*1,553*
7	9	7	23	8	7	5	8	20	1	39	2	..	41	1,615
19	..	*14*	*33*	*122*	*19*	*54*	*18*	*91*	..	*112*	*28*	..	*140*	*8,183*
18	..	13	31	100	13	64	13	90	16	118	39	..	157	9,221
94	*51*	*213*	*358*	*171*	*281*	*446*	*449*	*1,176*	*276*	*927*	*139*	*104*	*1,170*	*59,998*
113	58	233	404	152	252	402	451	1,105	393	948	158	110	1,216	62,556

‡Other Engine Miles.	Departmental.	
38	*25*	*2,010*
34	28	1,971
3	..	*240*
4	1	240
..	..	*111*
..	6	128
..	*1*	*351*
..	1	357
..	..	*19*
..	..	18
90	2	*1,094*
80	5	1,155
*	*	*
1	..	68
..	..	*166*
..	..	172
131	*28*	*3,591*
119	41	4,109
12,496	*4,310*	*201,292*
11,639	4,563	207,839

† Includes shunting and departmental siding.
‡ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Train Engine and other Engine hours of Class I Railways*

Railway.	Year.	Passenger (Main and Branch Lines.)	Mixed.			Goods.		
			Main Line.	Branch Line.	Total.	Main Line.	Branch Line.	Total.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1925-26*	*235,1*	*10,9*	*14,1*	*25,0*	*574,5*	*16,9*	*591,4*
	1926-27	224,1	1,5	21,6	23,1	331,4	222,3	553,7
Bombay, Baroda and Central India	*1925-26*	*228,4*	*26,6*	*27,9*	*54,5*	*217,2*	*31,8*	*249,0*
	1926-27	232,4	29,2	32,4	61,6	177,0	25,7	202,7
Eastern Bengal	*1925-26*	*196,7*	*1,3*	*7,7*	*9,0*	*152,3*	*20,8*	*173,1*
	1926-27	212,1	2,0	7,5	9,5	157,9	20,7	178,6
East Indian	*1925-26*	*609,2*	*7,7*	*78,3*	*86,0*	*1,183,3*	*254,7*	*1,438,0*
	1926-27	658,1	6,4	55,5	61,9	1,146,1	231,7	1,377,8
Great Indian Peninsula	*1925-26*	*557,5*	*1,4*	*39,5*	*40,9*	*603,6*	*170,0*	*773,6*
	1926-27	591.2	1,9	28,7	30,6	609,6	193,0	802,6
Madras and Southern Mahratta	*1925-26*	*197,6*	*1*	*28,0*	*28,1*	*163,2*	*55,4*	*218,6*
	1926-27	188,4	2,6	31,7	34,3	141,4	56,4	197,8
Nizam's Guaranteed State	*1925-26*	*30,3*	*Nil*	*6,0*	*6,0*	*56,2*	*1*	*56,3*
	1926-27	32,1	*Nil*	6,0	6,0	51,1	2	51,3
North Western	*1925-26*	*535,4*	*70,3*	*213,0*	*283,3*	*447,8*	*264,0*	*711,8*
	1926-27	613,9	26,2	188,1	214,3	446,5	265,9	712,4
South Indian	*1925-26*	*62,0*	*30,2*	*Nil*	*30,2*	*53,9*	*Nil*	*53,9*
	1926-27	67,2	25,9	3	26,2	50,1	*Nil*	50,1
Total	*1925-26*	*2,652,2*	*149,0*	*414,5*	*563,5*	*3,452,0*	*813,7*	*4,265,7*
	1926-27	2,819,5	95,7	371,8	467,5	3,111,1	1,015,9	4,127,0
3′ 3½″ GAUGE.								
Assam-Bengal	*1925-26*	*24,5*	*82,6*	*70,0*	*152,6*	*35,3*	*22,3*	*57,6*
	1926-27	27,1	104,6	72,1	176,7	36,5	26,6	63,1
Behgal and North-Western	*1925-26*	*103,9*	*33,0*	*267,3*	*300,3*	*133,8*	*43,1*	*176,9*
	1926-27	128,6	34,6	241,3	275,9	135,3	57,4	192,7
Bombay, Baroda and Central India	*1925-26*	*224,3*	*45,8*	*134,9*	*180,7*	*154,6*	*176,2*	*330,8*
	1926-27	244,6	43,6	120,3	163,9	148,5	181,0	329,5
Burma	*1925-26*	*62,7*	*124,1*	*122,0*	*246,1*	*190,7*	*50,2*	*240,9*
	1926-27	63,2	124,9	126,9	251,8	174,4	56,9	231,3
Eastern Bengal	*1925-26*	*77,2*	*68,9*	*31,6*	*100,5*	*152,7*	*4,8*	*157,5*
	1926-27	73,5	65,8	38,2	104,0	141,0	5,9	146,9
Jodhpur	*1925-26*	*20,2*	*41,4*	*23,2*	*64,6*	*42,8*	*2,4*	*45,2*
	1926-27	22,0	40,7	24,0	64,7	36,3	1,0	37,3
Madras and Southern Mahratta	*1925-26*	*165,0*	*69,5*	*79,8*	*149,3*	*239,1*	*72,3*	*311,4*
	1926-27	168,4	56,7	80,4	137,1	242,1	71,3	313,4
Nizam's Guaranteed State	*1925-26*	*43,7*	*Nil*	*8,9*	*8,9*	*28,1*	*2,6*	*30,7*
	1926-27	46,2	*Nil*	10,0	10,0	29,5	2,5	32,0
Rohilkund and Kumaon	*1925-26*	*14,5*	*41,1*	*22,8*	*63,9*	*11,5*	*1,6*	*13,1*
	1926-27	15,5	44,3	23,1	67,4	10,0	1,2	11,2
South Indian	*1925-26*	*232,3*	*20,6*	*71,8*	*92,4*	*134,9*	*66,9*	*201,8*
	1926-27	228,6	26,3	83,8	110,1	142,0	65,4	207,4
Total	*1925-26*	*969,3*	*527,0*	*832,3*	*1,359,3*	*1,123,5*	*442,4*	*1,565,9*
	1926-27	1,017,7	541,5	820,1	1,361,6	1,095,6	469,2	1,564,8
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	*1925-26*	*20,5*			*67,3*			*54,6*
	1926-27	21,0			65,4			48,0
Bombay, Baroda and Central India	*1925-26*	*1*			*16,7*			*1,1*
	1926-27	*Nil*			17,0			4
Eastern Bengal	*1925-26*	*1*			*10,1*			*Nil*
	1926-27	3,8			8,3			*Nil*
Great Indian Peninsula	*1925-26*	*Nil*			*24,2*			*Nil*
	1926-27	*Nil*			23,8			1
Jodhpur	*1925-26*	*Nil*			*2,1*			*Nil*
	1926-27	*Nil*			1,8			*Nil*
North Western (2′ 6″ Gauge)	*1925-26*	*14,2*			*23,6*			*42,0*
	1926-27	15,0			29,2			41,0
North Western (2′ 0″ Gauge)	*1925-26*	*			*			*
	1926-27	*Nil*			5,8			2
South Indian	*1925-26*	*Nil*			*13,0*			*Nil*
	1926-27	*Nil*			12,2			*Nil*
Total	*1925-26*	*34,9*			*162,0*			*97,7*
	1926-27	39,8			163,5			89,7
Total Class I Railways	*1925-26*	*3,656,4*			*2,085,3*			*5,929,3*
	1926-27	3,877,0			1,992,6			5,781,5

for the years 1925-26 and 1926-27. (In hundreds).

Main and Branch lines.		Shunting.		§"Other".			Departmental.		Total Engine hours including train engine hours.
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Total siding.	‡ Passenger.	‡ Goods.	
10	11	12	13	14	15	16	17	18	19
248,5	*303,0*	*98,7*	*562.4*	*41,2*	*207.6*	*78,1*	*1,0*	*100,7*	*1,941,2*
236,8	564,1	95,6	545,6	49,4	208,9	62,9	2,0	89,7	1,855,0
246,3	*285,6*	*26,7*	*224,0*	*27,0*	*14,8*	*Nil*	*6*	*28,5*	*853,5*
252,7	244,0	31,3	189,2	106,3	48,7	*Nil*	*7*	50,9	923,8
202,8	*176,0*	*54,2*	*237,6*	*89,5*	*14,3*	*37,1*	*3,5*	*36,1*	*851,1*
218,7	181,5	56,3	237,2	36,9	14,4	27,9	4,7	50,9	828,5
669,3	*1,463,9*	*152,5*	*1,171,7*	*144,7*	*395,8*	*245,2*	*27,3*	*260,8*	*4,531,2*
706,5	1,391,3	132,8	1,117,5	182,5	345,4	219,1	23,3	243,7	4,362,1
578,6	*793,4*	*86,9*	*470,6*	*156,6*	*262,2*	*3,6*	*6,3*	*185,7*	*2,543,9*
610,7	813,7	87,9	452,9	160,8	261,7	5,4	6,6	211,8	2,611,5
206,7	*237,6*	*31,1*	*166,6*	*12,4*	*31,0*	*Nil*	*3,6*	*62,7*	*751,7*
198,4	222,1	33,0	159,9	55,6	46,8	*Nil*	3,7	89,9	809,4
32,6	*60,0*	*3,2*	*30,7*	*7,5*	*8,1*	*Nil*	*6*	*15,3*	*158,5*
33,9	55,5	3,9	34,2	10,6	10,0	*Nil*	4	19,6	168,1
775,2	*755,8*	*261,0*	*533,3*	*56,6*	*110,3*	*20.4*	*7,4*	*251,3*	*2,771,3*
795,1	745,5	219,0	532,0	56,2	93,1	19,3	8,8	292,7	2,761,7
80,2	*65,9*	*15,2*	*43,2*	*29,3*	*24,5*	*Nil*	*15,6*	26,6	*300,6*
82,9	60,6	15,8	47,0	36,6	19,1	*Nil*	14,4	31,9	308,3
3,040,2	*4,441,2*	*729,5*	*3,440,1*	*564,8*	*1,068,7*	*334,4*	*65,9*	*963,2*	*14,703,0*
3,135,7	4,278,3	675,6	3,315,5	694,9	1,048,1	334,6	64,6	1,081,1	14,628,4
107,0	*127.7*	*16,3*	*115,9*	*25,0*	*32,4*	*3*	*1,5*	*15,2*	*441,3*
116,1	150,8	16,1	123,2	16,3	28,6	*5*	1,5	13,3	466,4
284,1	*297,5*	*25,2*	*238,4*	*69,5*	*64,4*	*Nil*	*6,9*	*71,2*	*1,057,2*
294,4	302,8	26,4	241,3	82,6	67,1	*Nil*	8,2	66,9	1,089,7
332,6	*403,7*	*50,2*	*210,9*	*84,7*	*64,7*	*9*	*4*	*90,0*	*1,238,1*
356,7	381,3	48,2	199,0	76,2	62,4	2,9	1	86,7	1,213,5
215,3	*334,5*	*55,7*	*225,4*	*56,5*	*38,2*	*47,8*	8	*136,0*	*1,110,2*
223,7	322,6	55,9	214,9	80,4	57,5	46,1	5	143,8	1,145,4
158,1	*177,1*	*51,7*	*166,3*	*32,3*	*6,1*	*4,6*	*1,0*	*75,9*	*673,6*
159,6	164,8	42,7	154,8	15,1	9,4	4,3	1,4	67,5	619,6
51,8	*78,1*	*11,5*	*45,6*	*10,0*	*10,6*	*Nil*	2	*3,6*	*211,4*
51,3	72,7	12,7	50,1	21,3	24,4	*Nil*	5	7,2	240,2
234,1	*391,6*	*30,3*	*153,3*	*3,7*	*55,9*	*Nil*	*1,7*	*56,6*	*927,2*
232,3	386,6	31,9	154,5	26,3	79,1	*Nil*	1,8	64,1	976,6
49,8	*33,5*	*4,1*	*19,3*	*9,2*	*3,2*	*Nil*	*1,1*	*10,0*	*130,2*
53,3	34,9	4,8	19,0	13,3	7,4	*Nil*	1,2	11,4	145,3
42,0	*49,4*	*5,9*	*47,7*	*1,6*	*1,8*	*2*	*1,3*	*13,8*	*168,7*
45,8	48,3	5,8	41,1	12,2	16,5	1	1,7	26,5	198,0
296,5	*230,6*	*46,7*	*115,0*	*106,1*	*47,3*	*Nil*	*31,8*	*114,2*	*988,2*
306,5	239,6	52,1	126,8	123,1	48,1	2,3	24,8	133,2	1,056,5
1,771,3	*2,123,7*	*297,6*	*1,337,8*	*399.1*	*324,6*	*53,3*	*46,7*	*591,5*	*6,946,1*
1,839,7	2,104,4	296,6	1,324,7	466,8	400,5	56,2	41,7	620,6	7,151,2
142,4		*82,2*		*19,3*			*10,6*		*254,5*
134,4		76,7		19,8			15,1		246,0
17,9		*5,8*		*3*			*2*		*24,2*
17,4		5,7		6,8			3		30,2
10,2		*1,4*		*14,1*			*2,5*		*28,2*
12,1		1,4		6,7			2,6		22,8
24,2		*8,4*		*Nil*			*3.5*		*36,1*
23,9		7,8		*3,2*			2,8		37,7
2,1		*Nil*		*2*			*Nil*		*2,3*
1,8		*Nil*		*5*			*Nil*		2,3
34,8		*36,4*		*12,6*			*5,3*		*139,1*
35,2		34,3		11,2			8,5		139,2
*		*		*			*		*
6,0		9		3,0			1,5		11,4
13,0		6		*5,0*			*7*		*19,3*
12,2		1,4		5,4			6		19,6
294,6		*134,8*		*51,5*			*22,8*		*503,7*
293,0		128,2		56,6			31,4		509,2
11,671,0		*5,939,8*		*2,846,9*			*1,695,1*		*22,152,8*
11,651,1		5,740,6		3,057,7			1,839,4		22,288,8

§ "Other" includes Assisting required, Assisting not required and Light.
‡ Including proportion of mixed.
* at Navailable.

19.—Statement of vehicle Miles of Class I

Railway.	Year.	PASSENGER AND PROPORTION OF MIXED.			GOODS			
					Goods.			
					Main lines.			
		Passenger.	Passenger proportion of mixed.	Total.	Loaded.	Empty.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1925-26*	*68,829*	*2,491*	*71,320*	*156,774*	*70,065*	*226,839*	*69·1*
	1926-27	70,586	2,829	73,415	107,546	43,048	150,564	71·4
Bombay, Baroda and Central India	*1925-26*	*69,908*	*7,961*	*77,869*	*74,490*	*26,662*	*101,152*	*73·6*
	1926-27	73,426	8,437	81,863	60,568	22,360	82,928	73·1
Eastern Bengal	*1925-26*	*58,346*	*767*	*59,113*	*42,641*	*15,586*	*58,227*	*73·2*
	1926-27	62,828	903	63,731	47,282	17,667	64,949	72·8
East Indian	*1925-26*	*241,728*	*13,113*	*254,841*	*369,707*	*220,240*	*589,947*	*62·7*
	1926-27	267,965	9,440	277,405	369,048	222,543	591,591	62·4
Great Indian Peninsula	*1925-26*	*172,009*	*5,677*	*177,686*	*183,497*	*78,589*	*262,086*	*70·0*
	1926-27	184,300	4,445	188,745	191,301	78,247	269,548	71·0
Madras and Southern Mahratta	*1925-26*	*51,185*	*1,760*	*52,945*	*45,860*	*20,530*	*66,390*	*69·1*
	1926-27	52,210	2,287	54,497	43,363	17,225	60,588	71·6
Nizam's Guaranteed State.	*1925-26*	*8,185*	*458*	*8,643*	*12,475*	*5,128*	*17,603*	*70·9*
	1926-27	8,824	470	9,294	13,352	5,177	18,529	72·1
North Western	*1925-26*	*196,398*	*55,913*	*252,311*	*161,518*	*58,998*	*210,516*	*72·0*
	1926-27	224,933	43,148	268,081	161,814	53,719	215,533	75·1
South Indian	*1925-26*	*15,652*	*4,267*	*19,919*	*12,599*	*4,280*	*16,879*	*74·3*
	1926-27	17,526	3,829	21,355	12,980	4,286	17,266	75·2
Total	*1925-26*	*882,240*	*92,407*	*974,647*	*1,049,361*	*500,078*	*1,549,439*	*67·7*
	1926-27	962,598	75,788	1,038,386	1,007,224	464,272	1,471,496	68·4
3′ 3½″ GAUGE.								
Assam Bengal	*1925-26*	*8,555*	*26,541*	*35,096*	*7,241*	*3,345*	*10,586*	*68·4*
	1926-27	8,677	27,722	36,399	6,978	3,179	10,157	68·7
Bengal and North-Western	*1925-26*	*30,998*	*40,152*	*71,150*	*37,172*	*12,323*	*49,495*	*75·1*
	1926-27	36,666	37,075	73,741	41,523	13,221	54,744	75·8
Bombay Baroda and Central India	*1925-26*	*68,061*	*35,632*	*103,693*	*48,787*	*20,333*	*69,120*	*70·6*
	1926-27	71,236	30,806	102,042	48,566	19,346	67,912	71·5
Burma	*1925-26*	*23,482*	*52,462*	*75,944*	*56,666*	*21,174*	*77,840*	*72·8*
	1926-27	22,923	53,241	76,164	52,803	17,661	70,464	74·9
Eastern Bengal	*1925-26*	*27,646*	*24,509*	*52,155*	*38,267*	*16,928*	*55,195*	*69·3*
	1926-27	27,355	25,913	53,268	37,238	15,169	52,407	71·1
Jodhpur	*1925-26*	*8,059*	*8,925*	*16,984*	*11,769*	*6,480*	*18,249*	*64·5*
	1926-27	8,482	8,922	17,404	10,415	6,703	17,118	60·8
Madras and Southern Mahratta	*1925-26*	*40,286*	*17,017*	*57,303*	*46,729*	*15,005*	*61,734*	*75·7*
	1926-27	40,556	15,721	56,277	49,423	16,030	65,453	75·5
Nizam's Guaranteed State.	*1925-26*	*10,051*	*1,174*	*11,225*	*8,507*	*2,312*	*10,819*	*78·6*
	1926-27	9,981	1,553	11,534	9,434	2,225	11,659	80·9
Rohilkund and Kumaon	*1925-26*	*4,191*	*7,911*	*12,102*	*2,218*	*1,185*	*3,403*	*65·2*
	1926-27	4,407	8,712	13,119	1,761	1,055	2,816	62·5
South Indian	*1925-26*	*65,461*	*14,762*	*80,223*	*36,016*	*15,618*	*51,634*	*69·8*
	1926-27	67,474	19,166	86,640	38,593	16,149	54,742	70·5
Total	*1925-26*	*286,730*	*229,145*	*515,875*	*293,372*	*114,703*	*408,075*	*71·1*
	1926-27	297,757	228,831	526,588	296,734	110,738	407,472	72·8
2′ 6″ & 2′ 0″ GAUGES.					Loaded.		Empty.	
Bengal-Nagpur	*1925-26*	*5,342*	*14,247*	*19,589*	*8,049*		*5,076*	
	1926-27	5,015	14,186	19,201	7,501		4,270	
Bombay, Baroda and Central India	*1925-26*	*3*	*1,407*	*1,410*	*102*		*42*	
	1926-27	3	2,396	2,399	33		10	
Eastern Bengal	*1925-26*	*3*	*953*	*956*	..		..	
	1926-27	291	794	1,085	..		..	
Great Indian Peninsula	*1925-26*	*10*	*3,292*	*3,302*	..		..	
	1926-27	1	3,398	3,399	18		8	
Jodhpur	*1925-26*	..	*146*	*146*	*1*		..	
	1926-27	..	144	144	..		..	
North-Western 2′ 6″ Gauge	*1925-26*	*1,765*	*4,865*	*6,620*	*3,273*		*1,774*	
	1926-27	1,766	5,126	6,892	3,212		1,693	
North-Western 2′ 0″ Gauge	*1925-26*	‡	‡	‡	‡		‡	
	1926-27	3	207	210	9		6	
South Indian	*1925-26*	..	*2,081*	*2,081*	..		..	
	1926-27	1	2,037	2,038	..		..	
Total	*1925-26*	*7,118*	*26,996*	*34,114*	*11,425*		*6,892*	
	1926-27	7,080	28,288	35,368	10,773		5,987	
Total Class I Railways	*1925-26*	*1,176,088*	*348,548*	*1,524,636*	*1,615,802*		*729,105*	
	1926-27	1,267,435	332,907	1,600,342	1,625,142		721,181	

‡ Not available.

Railways for the years 1925-26 and 1926-27. (*In thousands.*)

AND PROPORTION OF MIXED.										DEPARTMENTAL.		BRAKE VANS.	
Branch lines.				GOODS PROPORTION OF MIXED.		TOTAL.§				§ Passenger.	§ Goods.	Passenger and Mixed. (a).	Goods. (b).
Loaded.	Empty.	Total.	Percentage loaded of total.	Loaded.	Empty.	Loaded.	Empty.	Total.	Percentage loaded of total.				
10	11	12	13	14	15	16	17	18	19	20	21	22	23
2,132	*2,204*	*4,336*	*49·2*	*1,515*	*766*	*160,421*	*73,035*	*233,456*	*68·7*	*201*	*2,104*	*2,594*	*5,944*
46,227	34,638	80,865	57·2	1,686	708	155,428	78,394	233,822	66·5	253	3,476	2,196	6,227
7,150	*4,225*	*11,375*	*62·9*	*10,401*	*6,009*	*92,041*	*36,896*	*128,937*	*71·4*	*80*	*5,385*	*8,147*	*3,249*
5,742	3,540	9,282	61·9	11,590	6,034	77,900	31,935	109,835	70·9	146	5,742	6,219	2,374
3,558	*1,854*	*5,412*	*65·7*	*320*	*87*	*46,519*	*17,527*	*64,046*	*72·6*	*68*	*2,408*	*712*	*1,385*
3,748	1,796	5,544	67·6	318	77	51,348	19,540	70,888	72·4	144	3,873	727	1,475
51,994	*24,319*	*76,313*	*68·1*	*4,423*	*1,278*	*426,124*	*245,837*	*671,961*	*63·4*	*2,529*	*14,368*	*8,031*	*14,721*
44,133	22,321	66,454	66·4	2,048	651	415,229	245,515	660,744	62·8	2,832	22,000	6,339	15,242
30,166	*15,271*	*45,437*	*66·4*	*3,276*	*1,487*	*216,938*	*95,347*	*312,285*	*69·5*	*173*	*7,137*	*9,742*	*14,783*
35,874	17,214	53,118	67·5	1,275	882	228,450	96,373	324,823	70·3	163	9,399	9,611	10,650
12,496	*3,698*	*16,194*	*77·2*	*2,958*	*822*	*61,314*	*25,050*	*86,364*	*71·0*	*597*	*3,366*	*2,526*	*3,166*
12,207	4,646	16,853	72·4	4,185	1,260	59,755	23,131	82,886	72·1	623	5,138	2,123	2,955
11	*7*	*18*	*61·1*	*730*	*592*	*13,216*	*5,727*	*18,943*	*69·8*	*51*	*616*	*443*	*568*
38	14	52	73·4	847	646	14,237	5,836	20,073	70·9	46	1,038	374	574
67,658	*22,088*	*89,746*	*75·4*	*8,256*	*2,097*	*227,432*	*83,183*	*310,615*	*73·2*	*508*	*10,776*	*8,121*	*7,040*
67,438	21,961	89,399	75·4	6,005	1,865	235,257	77,545	312,802	75·2	736	27,432	14,827	7,871
..	..	..	..	*2,296*	*657*	*14,615*	*4,937*	*19,632*	*74·8*	*71*	*636*	*887*	*1,359*
Nil	*Nil*	*Nil*	*Nil*	2,121	572	15,101	4,858	19,959	75·7	53	1,515	780	890
175,165	*73,666*	*248,831*	*70·4*	*34,174*	*13,795*	*1,258,700*	*587,539*	*1,846,239*	*68·2*	*4,2 8*	*46,736*	*41,203*	*52,215*
215,407	106,160	321,567	67·0	30,074	12,695	1,252,705	583,127	1,835,832	68·2	4,996	79,613	43,196	48,258
2,270	*917*	*3,187*	*71·5*	*19,876*	*6,189*	*29,387*	*10,451*	*39,838*	*73·8*	*73*	*1,271*	*Nil*	*565*
2,667	978	3,645	73·2	23,589	7,604	33,234	11,761	44,995	73·9	72	695	192	578
7,010	*2,527*	*9,537*	*73·5*	*20,664*	*6,581*	*64,846*	*21,431*	*86,277*	*75·2*	*194*	*6,864*	*8,038*	*1,588*
10,537	3,315	†3,852	76·1	18,444	6,371	70,504	22,906	93,410	75·5	231	8,654	7,917	1,856
46,857	*17,835*	*64,692*	*72·4*	*13,021*	*4,415*	*108,665*	*42,583*	*151,248*	*71·8*	*32*	*4,371*	*7,681*	*4,705*
50,175	17,840	68,015	73·7	11,250	3,718	109,991	40,904	150,895	72·9	26	3,254	8,326	4,445
6,607	*3,029*	*9,636*	*68·6*	*24,431*	*5,889*	*87,704*	*30,092*	*117,796*	*74·4*	*73*	*12,048*	*Nil*	*2,825*
7,322	2,667	9,989	73·3	22,987	5,699	83,112	26,028	109,140	76·1	52	13,014	Nil	2,785
616	*470*	*1,086*	*56·8*	*3,820*	*1,327*	*42,703*	*18,725*	*61,428*	*69·5*	*94*	*4,100*	*2,128*	*1,309*
641	454	1,095	58·5	3,507	1,237	41,386	16,860	58,246	71·1	149	4,627	1,525	1,218
179	*148*	*327*	*54·7*	*7,817*	*3,662*	*19,765*	*10,290*	*30,055*	*65·8*	*15*	*348*	*1,350*	*395*
97	80	177	55·0	8,149	4,081	18,661	10,864	29,525	63·2	45	1,529	1,388	434
10,831	*4,700*	*15,531*	*69·7*	*15,412*	*4,653*	*72,972*	*24,358*	*97,330*	*75·0*	*101*	*3,581*	*4,475*	*5,972*
11,096	4,905	16,001	69·3	13,664	4,609	74,183	25,544	99,727	74·4	108	6,154	4,526	5,754
489	*242*	*731*	*66·9*	*443*	*146*	*9,439*	*2,700*	*12,139*	*77·8*	*89*	*462*	*192*	*577*
550	228	778	70·7	566	111	10,550	2,564	13,114	80·4	64	681	126	643
249	*178*	*427*	*58·2*	*7,578*	*3,167*	*10,045*	*4,530*	*14,575*	*68·9*	*141*	*1,492*	*1,091*	*174*
174	175	349	49·9	7,887	3,089	9,822	4,319	14,141	69·5	133	5,959	974	309
11,371	*3,720*	*15,091*	*75·3*	*5,681*	*2,270*	*53,068*	*21,608*	*74,676*	*71·1*	*305*	*5,486*	*1,168*	*3,582*
11,745	3,382	15,127	77·6	5,760	2,372	57,098	21,903	79,001	72·3	315	11,734	1,240	4,079
86,479	*33,766*	*120,245*	*71·9*	*118,743*	*38,299*	*493,594*	*186,768*	*685,362*	*72·8*	*1,117*	*42,323*	*26,123*	*21,692*
95,004	34,024	129,028	73·6	116,803	38,891	508,541	183,653	692,194	73·5	1,195	56,301	26,214	22,101
Total.		Per cent. loaded of total.								Total.		Total.	
13,125		*61·3*		*3,919*	*1,391*	*11,968*	*6,467*	*18,435*	*64·9*	*765*		*655*	
11,771		63·7		3,708	1,221	11,209	5,491	16,700	67·1	1,813		863	
144		*76·7*		*793*	*424*	*895*	*466*	*1,361*	*65·8*	*20*		*295*	
43		76·4		916	612	949	622	1,571	60·4	36		284	
..		..		*120*	*38*	*120*	*38*	*158*	*75·8*	*35*		*49*	
..		..		128	40	128	40	168	76·4	11		45	
..		..		*1,016*	*415*	*1,016*	*415*	*1,431*	*71·0*	*179*		*Nil*	
26		69·1		1,777	676	1,795	684	2,479	72·4	160		Nil	
1		*87·1*		*38*	*16*	*39*	*16*	*55*	*70·9*	..		*19*	
..		..		32	10	32	10	42	76·2	..		18	
5,047		*64·9*		*900*	*218*	*4,173*	*1,992*	*6,165*	*67·7*	*112*		*699*	
4,905		65·5		908	222	4,120	1,915	6,035	68·3	552		901	
‡	‡			‡	‡	‡	‡	‡	‡	‡		‡	
15		61·6		126	83	135	89	224	60·5	239		63	
..		..		*620*	*156*	*620*	*156*	*776*	*79·9*	*56*		*Nil*	
..		..		600	122	600	122	722	83·1	78		Nil	
18,317		*62·4*		*7,406*	*2,658*	*18,831*	*9,550*	*28,381*	*66·3*	*1,166*		*1,717*	
16,760		64·3		8,195	2,986	18,968	8,973	27,941	67·8	2,989		2,174	
2,344,907		*68·9*		*160,323*	*54,752*	*1,776,125*	*783,857*	*2,559,982*	*69·4*	*95,620*		*142,950*	
2,346,323		69·3		155,072	54,572	1,780,214	775,753	2,555,967	69·6	145,094		142,043	

§ Including proportion of mixed.

(*a*) Including Brake Vans run on departmental trains (passenger proportion) and other light engines run on passenger, mixed and departmental service.

(*b*) Including Brake Vans run on departmental trains (goods proportion) and other light engines run on goods and departmental service.

20.—Statement of Running of ‡Trains of Class I Railways for the years 1925-26 and 1926-27.

Railway.	Year.	Passenger.		Mixed.		Goods.			
						Train miles per train hour.			
		Train miles per train hour.	*Train miles per engine hour.*	Train miles per train hour.	*Train miles per engine hour.*	Main lines.	Branch lines.	Total.	*Train miles per engine hour.*
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal Nagpur	*1925-26*	*17·8*	*11·3*	*11·0*	*7·56*	*9·75*	*8·41*	*9·71*	*3·75*
	1926-27	18·5	*11·5*	11·2	*6·65*	11·0	9·61	10·5	*3·99*
Bombay, Baroda and Central India.	*1925-26*	*20·1*	*16·3*	*15·9*	*8·00*	*9·86*	*9·83*	*9·85*	*4·75*
	1926-27	20·3	*12·7*	14·5	*11·5*	10·1	10·0	10·1	*4·18*
Eastern Bengal	*1925-26*	*17·2*	*10·2*	*11·0*	*3·58*	*7·59*	*5·46*	*7·33*	*2·58*
	1926-27	17·4	*12·1*	11·8	*6·28*	7·95	5·84	7·70	*2·72*
East Indian	*1925-26*	*21·0*	*14·1*	*13·9*	*9·49*	*9·92*	*7·99*	*9·58*	*3·95*
	1926-27	21·2	*14·4*	14·9	*7·95*	10·3	7·83	9·84	*4·14*
Great Indian Peninsula	*1925-26*	*20·3*	*14·3*	*13·7*	*8·44*	*10·3*	*10·0*	*10·3*	*4·71*
	1926-27	21·3	*14·7*	13·0	8·30	10·1	10·3	10·2	*4·73*
Madras & Southern Mahratta	*1925-26*	*17·2*	*14·0*	*10·8*	*8·87*	*8·82*	*9·08*	*8·88*	*4·13*
	1926-27	18·3	*12·5*	10·9	*7·41*	9·28	9·16	9·24	*3·86*
Nizam's Guaranteed State	*1925-26*	*22·9*	*17·0*	*12·8*	*8·22*	*9·28*	*9·76*	*9·28*	*4·83*
	1926-27	22·2	*15·9*	12·9	*7·00*	9·39	9·54	9·39	*4·33*
North Western	*1925-26*	*19·0*	*13·7*	*13·4*	*8·97*	*9·41*	*9·33*	*9·38*	*4·17*
	1926-27	19·1	*14·4*	13·4	*9·40*	9·71	9·22	9·53	*4·17*
South Indian	*1925-26*†	*19·7*	*11·7*	*12·3*	*6·34*	*10·6*	*Nil*	*10·6*	*4·24*
	1926-27	18·8	*11·6*	12·0	*5·76*	11·2	*Nil*	11·2	*4·18*
Average for 5′ 6″ gauge	*1925-26*	*19·5*	..	*13·4*	..	*9·74*	*8·94*	*9·58*	..
	1926-27	19·9	..	13·5	..	10·1	9·13	9·84	..
3′ 3¾″ Gauge.									
Assam Bengal	*1925-26*†	*17·2*	*13·2*	*11·6*	*6·24*	*9·51*	*8·94*	*9·29*	*4·27*
	1926-27	15·9	*12·5*	11·0	*6·46*	9·43	8·43	9·01	*4·34*
Bengal & North Western	*1925-26*	*15·4*	*10·7*	*11·6*	*8·18*	*8·18*	*6·83*	*7·85*	*2·88*
	1926-27	14·9	*9·81*	11·7	*8·31*	8·51	7·24	8·13	*3·10*
Bombay, Baroda and Central India.	*1925-26*	*16·6*	*11·6*	*12·8*	*10·5*	*11·0*	*10·4*	*10·7*	*5·13*
	1926-27	16·3	*11·5*	12·7	*10·5*	11·0	10·6	10·8	*5·31*
Burma	*1925-26*	*17·5*	*9·47*	*13·4*	*8·63*	*9·02*	*10·5*	*9·34*	*3·65*
	1926-27	17·4	*8·59*	13·3	*8·20*	9·02	10·4	9·35	*3·55*
Eastern Bengal	*1925-26*	*15·7*	*8·80*	*12·5*	*9·29*	*7·55*	*7·77*	*7·56*	*2·97*
	1926-27	15·9	*9·77*	12·5	*10·1*	7·61	7·20	7·59	*3·00*
Jodhpur	*1925-26*	*18·5*	*10·1*	*13·3*	*11·4*	*9·50*	*9·60*	*9·51*	*4·32*
	1926-27	18·8	*9·05*	13·3	*9·75*	10·2	9·80	10·2	*3·57*
Madras & Southern Mahratta	*1925-26*	*15·3*	*13·0*	*11·3*	*10·4*	*8·77*	*9·38*	*8·92*	*4·91*
	1926-27	15·5	*12·2*	11·7	*9·38*	8·95	10·1	9·20	*4·86*
Nizam's Guaranteed State	*1925-26*	*19·3*	*14·6*	*13·2*	*12·1*	*8·89*	*8·94*	*8·89*	*4·34*
	1926-27	18·7	*13·7*	14·2	*10·1*	9·21	8·85	9·18	*4·40*
Rohilkund and Kumaon	*1925-26*	*15·8*	*13·1*	*11·4*	*6·37*	*8·92*	*10·3*	*9·09*	*3·29*
	1926-27	15·8	*10·4*	11·5	*6·08*	8·49	9·83	18·3	*2·08*
South Indian	*1925-26*†	*15·6*	*9·62*	*12·4*	*7·32*	*9·45*	*8·70*	*9·20*	*4·08*
	1926-27	15·7	*9·81*	12·9	*7·54*	9·79	9·04	9·55	*4·05*
Average for 3′ 3¾″ gauge	*1925-26*	*16·1*	..	*12·3*	..	*9·01*	*9·53*	*9·16*	..
	1926-27	16·2	..	12·3	..	9·18	9·68	9·33	..
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1925-26*	*13·7*	..	*10·6*	..	..	..	*9·28*	..
	1926-27	13·2	..	10·8	..	..	..	9·33	..
Bombay, Baroda and Central India.	*1925-26*	*11·9*	..	*11·7*	..	..	..	*9·50*	..
	1926-27	14·5	..	11·7	..	..	..	8·79	..
Eastern Bengal	*1925-26*	*9·8*	..	*9·40*	..	..	..	*11·7*	..
	1926-27	7·34	..	9·30	..	..	..	..	..
Great Indian Peninsula	*1925-26*	*13·6*	..	*12·1*	..	..	..	*Nil*	..
	1926-27	16·0	..	12·4	..	..	..	11·9	..
Jodhpur	*1925-26*	*10·7*	..	*9·00*	..	..	..	*9·78*	..
	1926-27	8·33	..	9·91	..	..	..	10·0	..
North Western (2′ 6″ gauge)	*1925-26*	*9·60*	..	*11·0*	..	..	..	*8·50*	..
	1926-27	9·61	..	11·0	..	..	..	8·99	..
North Western (2′ 0″ gauge)	*1925-26*	*	*	*	*	*	*	*	*
	1926-27	7·81	..	8·41	..	..	..	7·41	..
South Indian	*1925-26*†	*Nil*	..	*12·3*	..	..	..	*Nil*	..
	1926-27	9·50	..	12·9	..	..	..	*Nil*	..
Average for 2′ 6″ & 2′ 0″ gauges.	*1925-26*	*12·1*	..	*11·1*	..	..	..	*8·96*	..
	1926-27	11·4	..	11·2	..	..	..	9·16	..

* Not available.
† The figures for 1925-26 do not include the time of halt at junctions and engine changing stations.
‡ Excluding Departmental.

21.—Statement of Shunting and Light Running of Class I Railways for the years 1925-26 and 1926-27.

Railway.	Year.	* Passenger and proportion of mixed.		* Goods and proportion of mixed.	
		Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.
1	2	3	4	5	6
5′ 6″ gauge.					
Bengal-Nagpur	*1925-26*	*11·4*	*0·90*	*50·1*	*11·3*
	1926-27	11·1	1·04	47·9	9·45
Bombay, Baroda and Central India	*1925-26*	*2·86*	*5·95*	*36·9*	*3·47*
	1926-27	3·17	5·48	36·3	3·69
Eastern Bengal	*1925-26*	*7·91*	*0·22*	*93·3*	*1·22*
	1926-27	7·51	0·28	86·0	1·20
East Indian	*1925-26*	*5·61*	*1·58*	*41·8*	*10·2*
	1926-27	4·54	1·87	41·0	8·22
Great Indian Peninsula	*1925-26*	*3·94*	*1·99*	*28·9*	*7·52*
	1926-27	3·66	1·86	27·7	5·84
Madras and Southern Mahratta	*1925-26*	*3·85*	*2·52*	*35·3*	*7·53*
	1926-27	4·17	2·41	36·3	5·00
Nizam's Guaranteed State	*1925-26*	*2·17*	*2·14*	*27·2*	*11·2*
	1926-27	3·59	2·55	32·2	8·03
North Western	*1925-26*	*9·66*	*0·92*	*37·1*	*6·97*
	1926-27	7·32	0·92	35·8	6·41
South Indian	*1925-26*	*5·23*	*0·21*	*29·7*	*4·76*
	1926-27	5·69	0·39	40·2	5·09
Average for 5′ 6″ gauge	*1925-26*	*6·46*	*1·77*	*40·5*	*8·36*
	1926-27	5·62	1·79	39·7	6·89
3′ 3⅜″ gauge.					
Assam-Bengal	*1925-26*	*6·96*	*0·71*	*42·3*	*3·43*
	1926-27	7·08	0·78	39·4	3·01
Bengal and North-Western	*1925-26*	*3·43*	*0·34*	*42·8*	*0·66*
	1926-27	3·43	0·33	42·4	0·68
Bombay, Baroda and Central India	*1925-26*	*4·91*	*1·23*	*24·6*	*1·52*
	1926-27	4·80	1·51	24·2	1·91
Burma	*1925-26*	*8·78*	*1·12*	*32·7*	*4·55*
	1926-27	8·58	0·99	32·2	5·51
Eastern Bengal	*1925-26*	*11·7*	*0·33*	*59·9*	*0·30*
	1926-27	9·45	0·21	59·2	0·42
Jodhpur	*1925-26*	*7·39*	*0·94*	*26·4*	*0·66*
	1926-27	7·93	0·94	29·6	0·50
Madras and Southern Mahratta	*1925-26*	*4·36*	*0·63*	*20·0*	*2·38*
	1926-27	4·54	0·59	20·0	2·04
Nizam's Guaranteed State	*1925-26*	*2·24*	*3·90*	*31·2*	*5·80*
	1926-27	2·42	4·29	28·4	4·65
Rohilkund and Kumaon	*1925-26*	*5·52*	*1·01*	*46·2*	*1·44*
	1926-27	4·84	1·17	39·7	1·50
South Indian	*1925-26*	*5·30*	*0·31*	*26·5*	*0·82*
	1926-27	5·57	0·28	27·8	0·54
Average for 3′ 3⅜″ gauge	*1925-26*	*5·85*	*0·83*	*32·3*	*2·14*
	1926-27	5·64	0·87	31·8	2·14
2′ 6″ and 2′ 0″ gauges.		Other engine miles per 100 train miles.†			
Bengal Nagpur	*1925-26*	*30·3*			
	1926-27	29·4			
Bombay, Baroda and Central India	*1925-26*	*15·6*			
	1926-27	15·9			
Eastern Bengal	*1925-26*	*7·61*			
	1926-27	6·92			
Great Indian Peninsula	*1925-26*	*14·5*			
	1926-27	13·3			
Jodhpur	*1925-26*	*0·45*			
	1926-27	0·11			
North Western — 2′ 6″ gauge	*1925-26*	*33·8*			
	1926-27	30·1			
North Western — 2′ 0″ gauge	*1925-26*	‡			
	1926-27	9·82			
South Indian	*1925-26*	*2·04*			
	1926-27	4·39			
Average for 2′ 6″ and 2′ 0″ gauges	*1925-26*	*26·4*			
	1926-27	24·7			

* Excluding Departmental.
† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but no departmental.
‡ Not available.

22.—Statement of Engine Usage of Class I

Railway.	Year.	Average authorized stock (excluding engines ordered but not yet handed over to traffic).	Average total number on the line.	Average number under or awaiting repair.	Average number available for use.	Average number in good repair stored.	Average number in service: Passenger service.	Average number in service: Mixed service.	Average number in service: Goods service.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal Nagpur	*1925-26*	*713*	*709*	*189*	*520*	..	*83·0*	*8·81*	*203·0*
	1926-27	754	744	208	536	..	84·0	9·08	199·0
Bombay, Baroda and Central India.	*1925-26*	*434*	*439*	*98*	*341*	..	*111·0*	*23·0*	*75·0*
	1926-27	434	434	92	342	..	111·0	24·0	60·0
Eastern Bengal	*1925-26*	*304*	*312*	*85*	*227*	..	*55·1*	*6·55*	*46·8*
	1926-27	333	331	66	265	12	95·0	3·66	55·8
East Indian	*1925-26*	*1,680*	*1,652*	*241*	*1,411*	*40*	*258·6*	*46·2*	*520·4*
	1926-27	1,690	1,645	249	1,396	59	291·6	34·4	467·9
Great Indian Peninsula	*1925-26*	*1,279*	*1,322*	*324*	*998*	*55*	*205·0*	*26·0*	*319·0*
	1926-27	1,257	1,278	284	994	51	214·0	19·0	326·0
Madras and Southern Mahratta.	*1925-26*	*289*	*305*	*81*	*224*	..	*74·5*	*10·3*	*64·1*
	1926-27	296	307	93	214	..	78·3	11·2	55·2
Nizam's Guaranteed State.	*1925-26*	*75*	*78*	*21*	*57*	..	*11·2*	*4·01*	*16·3*
	1926-27	73	76	18	58	..	12·6	4·31	14·9
North Western	*1925-26*	*1,553*	*1,554*	*407*	*1,147*	*98*	*255·3*	*109·7*	*264·0*
	1926-27	1,433	1,433	368	1,065	60	242·9	96·7	268·9
South Indian	*1925-26*	*149*	*147*	*29*	*118*	..	*31·0*	*12·0*	*29·0*
	1926-27	149	142	27	115	..	33·0	10·0	26·0
Total	*1925-26*	*6,476*	*6,513*	*1,475*	*5,043*	*193*	*1,115·2*	*247·0*	*1,537·6*
	1926-27	6,419	6,390	1,405	4,985	182	1,162·4	212·3	1,473·7
3′ 3⅜″ Gauge.									
Assam Bengal	*1925-26*	*165*	*163*	*42*	*121*	..	*8·37*	*58·6*	*15·8*
	1926-27	165	163	38	125	..	9·41	61·3	17·5
Bengal and North Western.	*1925-26*	*330*	*352*	*63*	*289*	..	*32·0*	*100·0*	*42·0*
	1926-27	330	352	60	292	..	43·0	90·0	52·0
Bombay, Baroda and Central India.	*1925-26*	*497*	*518*	*115*	*403*	*1*	*89·8*	*67·6*	*92·3*
	1926-27	487	519	114	405	2	97·7	60·4	94·3
Burma	*1925-26*	*367*	*362*	*44*	*318*	..	*31·0*	*86·0*	*71·0*
	1926-27	379	368	42	326	..	31·4	87·4	70·5
Eastern Bengal	*1925-26*	*234*	*235*	*49*	*186*	..	*29·4*	*38·4*	*42·8*
	1926-27	210	235	46	189	5	27·7	39·4	40·5
Jodhpur	*1925-26*	*99*	*96*	*20*	*76*	..	*13·0*	*18·0*	*11·0*
	1926-27	104	99	18	81	..	13·0	20·0	9·00
Madras and Southern Mahratta.	*1925-26*	*322*	*356*	*76*	*280*	..	*51·7*	*51·2*	*96·9*
	1926-27	325	358	81	277	..	53·9	47·6	98·3
Nizam's Guaranteed State.	*1925-26*	*76*	*82*	*20*	*62*	..	*17·2*	*2·50*	*7·67*
	1926-27	76	82	21	61	..	18·3	3·00	8·01
Rohilkund and Kumaon	*1925-26*	*75*	*75*	*12*	*63*	..	*5·83*	*24·9*	*5·50*
	1926-27	75	72	12	60	..	4·85	24·1	3·03
South Indian	*1925-26*	*404*	*381*	*68*	*313*	..	*96·7*	*37·2*	*66·3*
	1926-27	395	374	66	308	..	102·7	38·9	73·1
Total	*1925-26*	*2,569*	*2,620*	*509*	*2,111*	*1*	*375·0*	*484·4*	*451·3*
	1926-27	2,646	2,622	498	2,124	7	402·0	472·1	466·2
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1925-26*	*133*	*114*	*28*	*86*	..	*8·20*	*23·6*	*15·7*
	1926-27	134	115	30	85	..	7·41	23·8	14·8
Bombay, Baroda and Central India.	*1925-26*	*19*	*19*	*2*	*17*	..	..	*9·00*	*1·00*
	1926-27	19	18	2	16	..	..	9·00	..
Eastern Bengal	*1925-26*	*10*	*10*	*2*	*8*	..	*0·10*	*4·96*	..
	1926-27	10	10	1	9	..	2·05	3·15	..
Great Indian Peninsula	*1925-26*	*15*	*15*	*3*	*12*	..	..	*9·00*	..
	1926-27	18	18	3	15	1	..	8·00	..
Jodhpur	*1925-26*	*2*	*2*	*1*	*1*	..	..	*1·00*	..
	1926-27	2	2	..	2	..	..	1·00	..
North Western 2′ 6″	*1925-26*	*100*	*98*	*22*	*76*	*2*	*5·16*	*12·8*	*16·4*
	1926-27	98	94	24	70	5	5·18	13·5	15·7
North Western 2′ 0″	*1925-26*	*	*	*	*	*	*	*	*
	1926-27	18	17	5	12	..	..	2·56	0·14
South Indian	*1925-26*	*11*	*11*	*2*	*9*	..	..	*5·00*	..
	1926-27	11	11	2	9	..	..	4·97	..
Total	*1925-26*	*290*	*269*	*60*	*209*	*2*	*13·5*	*65·3*	*33·1*
	1926-27	310	285	67	218	6	14·6	66·0	30·6

* Not available.

Railways for the years 1925-26 and 1926-27.

DAILY USE ON—			Spare.	Maximum number in use on any one day.	Engine miles per passenger engine in use per day.	Engine miles per mixed engine in use per day.	Engine miles per goods engine in use per day.	Engine miles per day per engine in use.	Engine miles per day per engine on the line.	Net ton miles per (goods) locomotive day.
Departmental Service.	Shunting including siding.	Total.								
11	12	13	14	15	16	17	18	19	20	21
15·5	*88·8*	*399·1*	*120·9*	*440*	*135·3*	*85·5*	*94·0*	*109·4*	*61·6*	*11,880·1*
17·6	85·3	395·0	140·9	454	139·6	80·5	92·9	109·0	57·8	11,774·1
7·00	*61·0*	*277·0*	*64·0*	*306*	*123·0*	*103·0*	*96·0*	*100·0*	*63·0*	*20,833·5*
12·0	55·0	262·0	80·0	277	122·8	103·7	98·3	99·8	62·1	11,333·4
5·78	*57·2*	*201·4*	*25·4*	*211*	*109·2*	*41·3*	*75·8*	*89·9*	*58·0*	*8,103·7*
11·1	55·1	220·7	32·4	262	106·6	84·1	68·7	93·4	62·2	8,053·1
67·6	*333·8*	*1,226·6*	*145·1*	*1,285*	*140·0*	*73·5*	*82·2*	*89·0*	*66·1*	*13,556·7*
71·2	307·7	1,172·8	164·2	1,258	135·3	75·0	88·0	93·6	66·8	13,690·5
21·0	*123·0*	*694·0*	*249·0*	*830*	*157·3*	*57·4*	*79·6*	*99·8*	*52·4*	*9,076·8*
21·0	121·0	701·0	242·0	830	163·9	62·1	78·6	105·7	58·1	8,966·3
16·5	*32·5*	*193·4*	*25·3*	*223*	*124·0*	*85·5*	*96·1*	*103·1*	*67·0*	*12,420·0*
17·5	32·4	194·6	18·9	208	125·4	100·3	100·2	106·9	68·0	12,161·1
3·05	*6·66*	*41·2*	*15·3*	*52*	*135·5*	*52·8*	*99·5*	*108·5*	*58·1*	*13,939·8*
3·88	6·75	42·4	15·4	54	163·2	49·6	96·6	109·7	61·1	11,240·3
51·3	*159·6*	*340·4*	*208·5*	*922*	*109·9*	*100·5*	*79·6*	*90·3*	*48·9*	*11,948·4*
57·7	158·1	824·3	181·0	886	136·8	93·0	78·1	97·1	55·8	13,160·5
4·00	*11·0*	*87·0*	*31·0*	*106*	*110·7*	*89·5*	*69·3*	*89·5*	*53·3*	*6,123·4*
7·00	11·0	87·0	28·0	105	110·8	98·7	69·8	92·9	57·0	5,940·1
191·7	*873·6*	*3,965·1*	*885·0*	..	*128·4*	*	*83·8*	*95·0*	*57·8*	*11,913·4*
219·0	832·4	3,899·8	902·8	..	136·5	87·5	84·7	99·3	76·2	11,678·1
3·94	*15·3*	*102·9*	*18·7*	*112*	*138·4*	*84·2*	*102·9*	*96·6*	*60·4*	*5,530·1*
3·47	15·0	106·7	18·6	121	126·4	88·0	99·1	98·8	64·6	5,723·0
22·0	*32·0*	*223·0*	*61·0*	*256*	*138·0*	*96·0*	*93·0*	*99·0*	*64·0*	*8,096·5*
19·0	32·6	236·0	56·0	254	123·0	99·0	86·0	100·0	67·0	8,434·5
17·2	*51·9*	*318·8*	*83·3*	*332*	*117·7*	*96·6*	*109·8*	*100·9*	*62·1*	*8,709·0*
16·8	51·0	320·2	82·8	337	114·3	97·0	108·0	100·8	62·1	7,205·1
24·0	*48·0*	*260·0*	*58·0*	*287*	*104·9*	*107·0*	*93·6*	*96·9*	*69·5*	*7,872·0*
26·8	46·0	262·1	63·9	309	97·1	107·5	93·1	102·3	72·8	7,511·6
13·1	*48·5*	*172·2*	*13·9*	*185*	*113·6*	*89·5*	*76·5*	*82·1*	*60·1*	*4,769·1*
11·5	42·2	161·3	22·9	194	115·8	90·5	75·9	87·5	60·1	5,068·1
2·00	*7·00*	*51·0*	*25·0*	*59*	*76·3*	*132·5*	*113·3*	*106·4*	*57·6*	*5,132·2*
3·00	8·00	53·0	27·0	67	87·9	116·0	110·0	104·3	56·6	4,331·8
15·4	*26·5*	*241·7*	*38 6*	*267*	*113·5*	*92·1*	*92·5*	*100·0*	*63·0*	*5,319·6*
16·4	27·3	243·5	33·5	268	133·5	93·7	90·6	101·1	68·8	5,482·7
2·19	*7·65*	*37·2*	*23·8*	*47*	*133·5*	*122·8*	*105·1*	*106·5*	*49·3*	*10,700·7*
2·32	7·74	39·4	21·6	49	138·3	131·2	105·9	110·4	53·1	6,441·2
5·53	*9·00*	*50·8*	*11·8*	*53*	*120·8*	*76·1*	*62·3*	*84·0*	*80·4*	*5,452·1*
5·54	7·21	44·7	15·2	57	145·2	91·4	91·0	98·9	61·5	5,864·1
21·6	*25·7*	*247·5*	*65·3*	*284*	*103·3*	*85·0*	*80·4*	*90·6*	*55·8*	*4,687·0*
27·3	24·7	266·7	41·5	297	99·3	102·1	77·6	94·7	67·5	4,769·9
127·6	*271·5*	*1,709·2*	*399·4*	..	*112·0*	*	*93·7*	*96·1*	*63·3*	*6,564·5*
132·1	261·2	1,733·6	383·0	..	113·0	98·4	91·6	99·0	65·4	6,318·6
2·61	*9·38*	*59·5*	*26·7*	*67*	*86·9*	*84·3*	*92·7*	*92·5*	*48·3*	*2,239·9*
3·57	8·74	58·3	27·0	68	92·2	83·0	86·6	91·2	46·2	2,019·7
..	..	*10·0*	*7·00*	*12*	..	*73·0*	*76·0*	*73·0*	*39·0*	*2,969·0*
..	..	9·00	7·00	10	..	70·6	..	72·6	36·3	1,736·3
0·53	..	*5·64*	*2·23*	*7*	*26·8*	52·2	..	*54·3*	*28·5*	*311·4*
0·58	..	5·78	3·03	8	37·7	*66·7*	..	60·8	35·2	449·4
1·00	*1·00*	*11·0*	*1·00*	*11*	..	89·2	..	*87·6*	*64·2*	*4,729·1*
1·00	1·00	10·0	4·00	12	..	*100·8*	..	97·7	54·3	4,837·4
..	..	*1·00*	..	*1*	..	50·1	..	*51·2*	*25·6*	*
..	..	1·00	0·73	1	0·14	*49·9*	0·11	50·2	25·1	*
1·67	*7·48*	*43·5*	*31·2*	*68*	*72·0*	71·4	*70·3*	*68·5*	*30·4*	*1,079·2*
2·70	6·42	43·5	22·0	51	77·2	*69·9*	74·6	72·9	33·6	1,255·4
*	*	*	*	*	*	*	*	*	*	*
0·31	0·98	3·99	8·27	5	51·8	53·0	28·7	46·5	10·7	287·4
0·17	..	*5·17*	*4·00*	*7*	..	*87·6*	..	*88·2*	*41·4*	*1,393·0*
0·13	..	5·10	4·07	7	40·9	88·1	..	92·1	42·8	1,340·1
6·03	*17·9*	*135·8*	*72·1*	..	*82 1*	*	*81·2*	*81·0*	*40·9*	*1,907·9*
8·29	17·1	136·6	76·1	..	74·1	78·7	78·0	81·7	39·1	1,777·2

23.—*Statement of Loads of Trains of Class I Railways for the years 1925-26 and 1926-27.*

Railway.	Year.	AVERAGE TRAIN LOAD (IN VEHICLES AND TONS).												
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.								Goods and Proportion of mixed.		
				Main lines.				*Branch lines.*				*Main and Branch lines.*		
		No. of vehicles	Gross weight, including weight of engine.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight, including weight of engine.	Gross weight, excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.												Tons.	Tons.	Tons.
engal Nagpur . .	1925-26	16·4	408·7	28·0	12·5	40·5	69·1	15·0	15·6	30·6	49·2	392·6	869·9	758·9
	1926-27	16·7	392·0	29·4	11·8	41·2	71·4	21·7	16·2	37·9	57·2	403·0	878·3	772·4
Bombay, Baroda and Central India.	1925-26	15·2	329·4	34·8	12·5	47·3	73·6	22·9	13·5	36·4	62·9	326·2	791·0	691·2
	1926-27	15·6	329·3	33·9	12·5	46·4	73·1	22·3	13·7	36·0	61·9	348·4	806·8	705·9
Eastern Bengal . .	1925-26	17·2	401·8	36·1	13·2	49·3	73·2	29·8	15·5	45·3	65·7	352·1	838·9	805·5
	1926-27	17·1	362·0	37·7	14·1	51·8	72·8	31·0	14·9	45·9	67·6	360·2	918·1	833·4
East Indian . .	1925-26	18·9	406·2	31·5	18·8	50·3	62·7	25·5	11·9	37·4	68·1	416·5	933·0	834·1
	1926-27	19·2	413·0	31·4	18·9	50·3	62·4	24·3	12·3	36·6	66·4	434·2	965·5	866·0
Great Indian Peninsula	1925-26	15·2	352·7	29·5	12·6	42·1	70·0	17·7	8·96	26·7	66·4	320·2	794·7	691·8
	1926-27	14·6	353·6	30·9	12·7	43·6	71·0	18·1	8·71	26·8	67·5	325·1	801·5	697·0
Madras and Southern Mahratta.	1925-26	15·1	336·2	31·9	14·3	46·2	69·1	24·9	7·36	32·3	77·2	356·9	843·5	733·0
	1926-27	15·1	390·4	33·1	13·1	46·2	71·6	23·6	8·99	32·6	72·4	339·2	821·4	715·8
Nizam's Guaranteed State.	1925-26	11·8	323·1	24·0	9·83	33·8	70·9	12·1	7·75	19·9	61·1	288·6	675·8	579·2
	1926-27	12·1	329·6	27·8	10·8	38·6	72·1	22·3	8·10	30·4	73·4	328·7	758·6	654·6
North Western ..	1925-26	19·3	395·6	35·9	14·0	49·9	72·0	27·4	8·97	36·4	75·4	342·7	834·5	735·5
	1926-27	18·9	402·0	37·3	12·4	49·7	75·1	27·5	8·96	36·5	75·4	372·5	868·5	766·4
South Indian . .	1925-26	12·8	323·1	21·6	7·46	29·1	74·3	Nil	Nil	Nil	Nil	232·9	595·8	496·6
	1926-27	13·1	320·9	23·1	7·64	30·7	75·2	Nil	Nil	Nil	Nil	225·1	590·3	492·0
Average for 5′ 6″ gauge	1925-26	17·0	386·7	31·2	14·9	46·1	67·7	24·1	10·1	34·2	70·6	371·8	869·4	759·2
	1926-27	17·1	388·2	32·2	14·8	47·0	68·4	23·2	11·4	34·7	67·0	380·9	883·8	776·0
3′ 3⅜″ GAUGE.														
Assam Bengal . .	1925-26	20·3	309·8	21·6	9·98	31·6	67·7	11·4	4·60	16·0	71·2	128·5	345·7	285·5
	1926-27	20·1	315·7	20·2	9·22	29·4	68·0	11·9	4·36	16·2	75·0	126·4	339·6	280·4
Bengal and North-Western.	1925-26	19·4	256·8	33·9	11·3	45·2	75·1	23·8	8·59	32·4	73·5	155·9	362·4	311·8
	1926-27	19·0	249·8	36·1	11·5	47·6	75·8	25·3	7·97	33·3	76·1	162·0	369·6	320·6
Bombay, Baroda and Central India.	1925-26	18·2	235·0	28·8	12·0	40·8	70·6	25·6	9·73	35·3	72·5	166·3	376·4	324·2
	1926-27	17·9	224·1	29·7	11·9	41·6	71·5	26·1	9·30	35·4	73·7	170·1	383·3	334·1
Burma . . .	1925-26	21·4	261·9	32·9	12·3	45·2	72·8	12·5	5·72	18·2	68·6	192·6	421·7	359·0
	1926-27	20·9	257·0	33·6	11·2	44·8	74·9	12·4	4·52	16·9	73·3	190·7	411·7	350·5
Eastern Bengal . .	1925-26	22·8	309·1	33·2	14·7	47·9	69·3	16·6	12·7	29·3	56·8	168·6	442·7	390·9
	1926-27	23·4	280·1	34·7	14·1	48·8	71·1	15·0	10·6	25·6	58·5	185·3	461·7	410·1
Jodhpur . . .	1925-26	21·6	251·3	29·0	15·9	44·9	64·5	7·76	6·44	14·2	54·7	135·3	342·6	282·6
	1926-27	20·5	256·1	28·2	18·1	46·3	60·8	10·2	8·39	18·6	55·0	118·9	329·3	271·5
Madras and Southern Mahratta.	1925-26	16·0	232·3	22·3	7·15	29·5	75·7	16·0	6·92	22·9	69·7	123·0	311·0	256·3
	1926-27	15·6	227·5	22·8	7·39	30·2	75·5	15·5	6·85	22·4	69·3	124·9	312·0	258·4
Nizam's Guaranteed State.	1925-26	11·9	193·2	34·1	9·27	43·4	78·6	20·8	10·3	31·1	66·9	213·1	495·4	424·6
	1926-27	11·3	186·9	34·8	8·20	43·0	80·9	24·5	10·2	34·7	70·7	228·5	511·2	440·0
Rohilkund and Kumaon	1925-26	18·2	242·7	21·6	11·6	33·2	65·2	15·2	11·0	26·2	58·2	156·4	347·4	297·4
	1926-27	17·9	243·5	20·7	12·4	33·1	62·5	15·5	17·7	33·2	49·9	154·2	344·5	294·4
South Indian . .	1925-26	18·1	208·8	28·3	12·2	40·5	69·8	19·5	6·39	25·9	75·3	135·5	370·6	313·6
	1926-27	18·2	208·8	27·8	11·6	39·4	70·5	19·9	5·72	25·6	77·6	131·3	359·8	303·0
Average for 3′ 3⅜″ gauge	1925-26	18·3	246·6	29·0	11·3	40·3	72·0	20·5	8·01	28·5	71·9	155·8	376·2	318·7
	1926-27	18·1	239·2	29·5	11·0	40·5	72·8	20·9	7·49	28·4	73·6	156·7	372·4	317·0
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur .	1925-26	..	..	..	..	..	..	..	..	..	..	74·0	226·4	173·8
	1926-27	..	..	..	..	..	..	..	..	..	..	74·3	228·4	175·6
Bombay, Baroda and Central India.	1925-26	..	..	..	..	..	..	..	..	..	..	48·9	134·2	104·7
	1926-27	..	..	..	..	..	..	..	..	..	..	47·7	134·9	104·9
Eastern Bengal .	1925-26	..	..	..	..	..	..	..	..	..	..	19·3	68·2	55·0
	1926-27	..	..	..	..	..	..	..	..	..	..	23·5	75·3	61·9
Great Indian Peninsula	1925-26	..	..	..	..	..	..	..	..	..	..	52·4	206·0	163·6
	1926-27	..	..	..	..	..	..	..	..	..	..	51·7	200·8	155·7
Jodhpur . .	1925-26	..	..	..	..	..	..	..	..	..	..	25·2	64·1	49·8
	1926-27	..	..	..	..	..	..	..	..	..	..	25·7	61·7	47·6
North Western 2′ 6″ gauge	1925-26	..	..	..	..	..	..	..	..	..	..	38·3	138·6	93·7
	1926-27	..	..	..	..	..	..	..	..	..	..	37·5	135·6	90·7
North Western 2′ 0″ Gauge	1925-26	..	..	..	..	..	..	..	..	..	..	*	*	*
	1926-27	..	..	..	..	..	..	..	..	..	..	15·4	63·7	49·1
South Indian . .	1925-26	..	..	..	..	..	..	..	..	..	..	37·2	133·3	97·8
	1926-27	..	..	..	..	..	..	..	..	..	..	36·1	131·7	91·2
Average for 2′ 6″ and 2′ 0″ gauges.	1925-26	..	..	..	..	..	..	..	..	..	..	59·5	190·3	141·3
	1926-27	..	..	..	..	..	..	..	..	..	..	56·0	184·0	136·4

* Not available.

24—*Statement of Vehicle usage of Class I Railways for the years 1925-26 and 1926-27.*

Railway.	Year.	COACHING STOCK. Average authorised stock (excluding stock ordered but not yet handed over to traffic.) Passenger carriages.	Average authorised stock (excluding stock ordered but not yet handed over to traffic.) Other coaching vehicles.	Average number on the line. Passenger carriages.	Average number on the line. Other coaching vehicles.	GOODS STOCK. Average authorised stock (excluding wagons ordered but not yet handed over to traffic). In units.	Average number of wagons owned. In Units.	Average number of wagons owned. In terms of four wheelers.	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers).	Average starting wagon load (in tons).† Coal and coke.	Average starting wagon load (in tons).† Heavy merchandise.	Average starting wagon load (in tons).† Light merchandise.	Average wagon load during the run (in tons).† Traffic.	Wagon miles per wagon day†.	Net ton miles per wagon day†.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5′ 6″ Gauge.															
Bengal-Nagpur	*1925-26*	*954*	*248*	*805*	*227*	*22,039*	*21,988*	*23,383*	*22,888*	*18·3*	*17·5*	*12·4*	*14·4*	*28·3*	*280·4*
	1926-27	992	267	816	245	22,491	22,427	23,962	23,620	18·6	17·7	10·3	15·3	27·4	281·4
Bombay, Baroda and Central India	*1925-26*	*726*	*288*	*717*	*271*	*10,794*	*9,951*	*10,201*	*10,189*	*12·3*	*11·0*	*8·0*	*11·0*	*35·8*	*281·0*
	1926-27	727	308	725	289	11,123	10,445	10 698	10,662	15·5	13·3	9·53	11·8	28·5	240·8
Eastern Bengal	*1925-26*	*614*	*310*	*545*	*264*	*8,414*	*8,446*	*8,522*	*9,457*	*16·3*	*13·4*	*8·3*	*10·1*	*18·6*	*135·7*
	1926-27	633	315	585	263	8,405	8,388	8,459	8,941	16·1	13·4	8·11	9·87	21·7	155·4
East Indian	*1925-26*	*2,764*	*1,228*	*2,320*	*1,054*	*52,372*	*49,435*	*49,717*	*49,211*	*18·2*	*11·5*	*11·0*	*13·8*	*37·4*	*328·1*
	1926-27	2,811	1,320	2,491	1,154	52,719	50,748	51,062	49,734	18·2	13·0	9·70	14·4	36·3	329·3
Great Indian Peninsula	*1925-26*	*1,597*	*746*	*1,684*	*866*	*19,432*	*19,432*	*20,818*	*19,388*	*17·1*	*15·9*	*12·3*	*12·1*	*44·1*	*373·3*
	1926-27	1,569	788	1,683	907	19,483	20,577	21,965	19,914	18·7	15·8	14·4	11·8	44·7	371·9
Madras and Southern Mahratta.	*1925-26*	*679*	*216*	*753*	*226*	*5,557*	*5,520*	*5,543*	*5,517*	*15·9*	*12·6*	*8·3*	*12·5*	*42·5*	*330·7*
	1926-27	681	220	728	227	5,576	5,564	5,588	6,064	16·4	12·3	7·87	11·8	37·1	319·8
Nizam's Guaranteed State.	*1925-26*	*75*	*52*	*112*	*54*	*1,773*	*1,934*	*1,934*	*1,391*	*17·5*	*14·3*	*6·9*	*12·4*	*35·2*	*309·7*
	1926-27	83	51	118	53	1,773	1,933	1,933	1,901	17·8	14·2	6·59	12·3	29·5	259·8
North-Western	*1925-26*	*2,601*	*1,177*	*2,438*	*1,198*	*29,188*	*27,911*	*28,619*	*28,670*	*18·1*	*15·0*	*9·1*	*10·9*	*29·6*	*237·9*
	1926-27	2,708	1,262	2,407	1,314	29,372	28,858	29,526	30,215	18·0	15·4	9·80	11·5	28·1	244·4
South Indian	*1925-26*	*279*	*90*	*202*	*75*	*1,798*	*1,458*	*1,470*	*1,404*	*16·0*	*14·1*	*9·4*	*11·5*	*38·0*	*331·9*
	1926-27	278	91	205	76	1,829	1,539	1,551	1,494	17·5	14·2	8·67	10·3	36·4	283·0
Total and average	*1925-26*	*10,289*	*4,355*	*9,576*	*4,235*	*151.367*	*146,075*	*150,207*	*148,065*	..	..	..	*12·6*	*34·2*	*295·3*
	1926-27	10,482	4,622	9,758	4,528	152,771	150,479	154,744	152,545	..	..	..	12.9	33·1	292·7
3′ 3½″ Gauge.															
Assam Bengal	*1925-26*	*465*	*122*	*465*	*122*	*4,662*	*4,683*	*4,986*	*4,961*	*10·2*	*8·3*	*5·5*	*6·3*	*21·9*	*101·4*
	1926-27	468	127	468	127	4,656	4,656	4,954	5,010	10·1	7·88	5·45	6·42	24·4	111·3
Bengal and North Western.	*1925-26*	*1,252*	*205*	*1,156*	*198*	*9,357*	*10,320*	*10,609*	*10,633*	*9·5*	*9·3*	*7·3*	*6·7*	*22·0*	*112·1*
	1926-27	1,261	235	1,138	221	9,839	10,871	11,173	10,822	9·44	9·34	7·18	6·56	22·1	110·2
Bombay, Baroda and Central India.	*1925-26*	*1,545*	*340*	*1,435*	*337*	*9,120*	*8,823*	*10,419*	*10,419*	*9·2*	*8·4*	*6·2*	*6·5*	*39·5*	*192·5*
	1926-27	1,568	327	1,465	320	9,828	9,367	10,926	10,927	8·90	8·27	6·02	6·53	37·2	180·2
Burma	*1925-26*	*910*	*253*	*910*	*253*	*9,174*	*9,174*	*9,961*	*9,109*	*10·7*	*10·1*	*7·4*	*7·7*	*35·5*	*201·0*
	1926-27	908	261	908	261	9,743	9,743	10,426	9,959	11·3	10·6	*6·86*	7·67	31·5	183·9
Eastern Bengal	*1925-26*	*694*	*328*	*725*	*325*	*4,878*	*4,950*	*6,535*	*6,980*	*8·1*	*7·7*	*6·6*	*5·6*	*24·1*	*93·7*
	1926-27	700	328	723	325	4,854	4,896	6,480	6,388	8·36	7·93	6·42	5·92	24·9	105·1
Jodhpur	*1925-26*	*187*	*42*	*189*	*41*	*2,297*	*2,194*	*2,402*	*2,402*	*9·6*	*6·9*	*3·8*	*6·0*	*33·7*	*134·6*
	1926-27	194	57	192	46	2,363	2,369	2,598	2,375	9·99	7·42	3·60	5·45	33·8	118·8
Madras and Southern Mahratta.	*1925-26*	*1,007*	*126*	*988*	*153*	*6,614*	*6,821*	*7,235*	*7,119*	*8·3*	*7·1*	*5·2*	*6·2*	*37·2*	*174·4*
	1926-27	1,003	129	986	164	6,700	7,045	7,472	7,343	7·94	6·86	4·85	6·29	36·8	174·2
Nizam's Guaranteed State.	*1925-26*	*152*	*41*	*151*	*41*	*1,043*	*1,043*	*1,045*	*1,047*	*8·9*	*9·9*	*5·8*	*7·0*	*31·7*	*180·4*
	1926-27	152	41	152	41	1,043	1,043	1,045	1,047	9·87	10·2	5·97	7·25	34·6	203·2
Rohilkund and Kumaon	*1925-26*	*262*	*53*	*262*	*55*	*2,568*	*2,568*	*2,578*	*2,237*	*12·6*	*10·5*	*7·4*	*8·3*	*17·4*	*100·2*
	1926-27	251	64	251	66	2,547	2,660	2 670	2,213	12·7	8·83	7·50	9·26	17·3	99·6
South Indian	*1925-26*	*1,342*	*235*	*1,153*	*170*	*3,918*	*3,710*	*5,560*	*5,576*	*7·9*	*7·0*	*5·1*	*5·7*	*35·9*	*147·4*
	1926-27	1,339	225	1,130	195	3,956	3,872	5,937	5,966	8·30	7·13	5·29	5·48	35·6	143·6
Total and average	*1925-26*	*7,816*	*1,745*	*7,429*	*1,695*	*53,631*	54,286	*61,330*	*60,523*	..	..	..	*6·6*	*30·8*	*148·5*
	1926-27	7,844	1,794	7,413	1,766	55,529	56,522	63,681	62,050	..	..	..	6·49	30·5	145·6
2′ 6″ and 2′ 0″ Gauges.															
Bengal Nagpur	*1925-26*	*376*	*42*	*358*	*42*	*1,636*	*1,547*	*3,053*	*3,053*	*	*	*	*4·4*	*16·8*	*48·1*
	1926-27	385	42	366	41	1,856	1,767	3,493	3,493	*	*	*	4·22	13·3	38·0
Bombay, Baroda and Central India.	*1925-26*	*56*	*1*	*56*	*1*	*255*	*223*	*348*	*362*	*	*	*	*5·6*	*10·7*	*39·3*
	1926-27	56	1	56	1	258	239	364	364	*	*	*	4·04	12·1	29·6
Eastern Bengal	*1925-26*	*67*	*3*	*66*	*3*	*95*	*95*	*95*	*86*	*4·6*	*3·6*	*4·0*	*2·2*	*5·1*	*8·3*
	1926-27	67	3	67	3	88	93	93	75	4·74	3·57	4·06	2·44	6·11	11·4
Great Indian Peninsula	*1925-26*	*44*	*3*	*44*	*3*	*148*	*148*	*291*	*291*	*Nil*	*Nil*	*Nil*	*6·8*	*13·5*	*65·0*
	1926-27	44	3	44	3	148	148	291	291	*Nil*	*Nil*	*Nil*	3·93	23·3	66·5
Jodhpur	*1925-26*	*5*	..	*5*	..	*8*	*8*	*9*	*9*	*Nil*	*Nil*	*Nil*	*3·1*	*16·9*	*37·5*
	1926-27	5	..	5	..	8	8	9	9	*	*	*	3·21	12·8	31·2
North Western 2′-6″ Gauge	*1925 26*	*253*	*46*	*246*	*48*	*673*	*652*	*1,065*	*1,047*	*7·7*	*7·1*	*4·7*	*3·8*	*15·7*	*41·9*
	1926-27	253	45	245	47	673	650	1,062	1,047	7·91	6·90	4·01	3·91	15·1	42·1
North Western 2′-0″ Gauge	*1925-26*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1926-27	*	*	*	*	*	*	*	*	2·74	*2·73*	*2·73*	3·03	*	*
South Indian	*1925-26*	*34*	*1*	*34*	*1*	*78*	*78*	*156*	*156*	*4·7*	*4·1*	*3·2*	*2·6*	*13·6*	*28·3*
	1926-27	34	1	34	1	78	78	156	156	*	*	*	2·52	12.7	26·5
Total and average	*1925-26*	*835*	*96*	*809*	*98*	*2,893*	*2,751*	*5,017*	*5,004*	..	..	..	*4·4*	*16·7*	*45·8*
	1926-27	844	95	817	96	3,109	2,983	*5,468*	5,435	..	..	..	4·02	14·3	39·1

*Information not available.
†In terms of 4 wheelers.

25.—Statement of Density of Traffic on Class I Railways for the years 1925-26 and 1926-27.

Railway.	Year.	†Passenger miles per annum.		†Net ton miles per annum.		*Gross ton miles per annum.		†Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1925-26* ..	*455,541*	*506,651*	*1,036,599*	*1,152,148*	*3,080,107*	*3,424,916*	*12·6*
	1926-27 ..	440,860	489,915	1,036,744	1,151,613	3,014,181	3,349,553	12·5
Bombay, Baroda and Central India.	*1925-26* ..	*815,657*	*995,004*	*621,528*	*758,189*	*2,625,734*	*3,203,079*	*13·7*
	1926-27 ..	751,990	922,629	574,058	704,321	2,486,654	3,050,918	13·2
Eastern Bengal	*1925-26* ..	*830,379*	*1,079,149*	*532,835*	*692,464*	*2,985,596*	*3,850,040*	*15·1*
	1926-27 ..	820,557	1,041,665	577,394	740,193	3,005,790	3,834,392	16·3
East Indian	*1925-26* ..	*648,831*	*787,616*	*1,198,666*	*1,460,405*	*3,361,270*	*4,710,522*	*15·7*
	1926-27 ..	645,621	784,161	1,220,963	1,511,564	3,996,312	4,884,309	16·2
Great Indian Peninsula	*1925-26* ..	*473,357*	*592,151*	*657,841*	*822,933*	*2,513,660*	*3,144,491*	*13·0*
	1926-27 ..	479,988	600,654	633,137	792,302	2,716,552	3,399,471	14·7
Madras and Southern Mahratta.	*1925-26* ..	*695,697*	*724,711*	*681,641*	*710,069*	*2,826,123*	*2,943,987*	*14·3*
	1926-27 ..	729,052	759,457	651,063	678,216	2,854,726	2,973,783	15·0
Nizam's Guaranteed State.	*1925-26* ..	*363,997*	*363,997*	*407,123*	*407,123*	*1,531,935*	*1,531,935*	*8·97*
	1926-27 ..	357,734	357,734	413,384	413,384	1,573,847	1,573,847	8·63
North Western	*1925-26* ..	*515,390*	*595,239*	*396,911*	*458,404*	*1,782,149*	*2,058,254*	*8·85*
	1926-27 ..	507,444	584,872	431,332	497,146	1,900,193	2,190,134	9·38
South Indian	*1925-26* ..	*426,797*	*426,797*	*381,671*	*381,671*	*1,580,578*	*1,580,578*	*10·6*
	1926-27 ..	473,600	473,600	351,507	351,507	1,581,239	1,581,239	11·0
Total	*1925-26* ..	*574,471*	*677,973*	*722,885*	*853,127*	*2,699,730*	*3,186,140*	*12·6*
	1926-27 ..	562,454	663,780	724,781	855,350	2,745,714	3,240,354	13·0
3′ 3¾″ GAUGE.								
Assam Bengal	*1925-26* ..	*335,886*	*335,886*	*170,720*	*170,720*	*847,774*	*847,774*	*7·12*
	1926-27 ..	367,957	367,957	189,665	189,665	902,051	902,051	7·66
Bengal and North Western.	*1925-26* ..	*593,252*	*595,992*	*206,995*	*207,954*	*464,828*	*466,981*	*8·14*
	1926-27 ..	616,093	618,953	217,597	218,607	514,424	516,812	8·46
Bombay, Baroda and Central India.	*1925-26* ..	*527,935*	*528,324*	*314,038*	*314,269*	*1,183,562*	*1,184,433*	*10·7*
	1926-27 ..	492,806	493,189	304,869	305,106	1,175,891	1,176,806	11·0
Burma	*1925-26* ..	*386,277*	*421,639*	*357,516*	*390,245*	*1,229,059*	*1,341,571*	*10·*
	1926-27 ..	368,450	403,934	327,092	363,032	1,146,042	1,271,965	10·1

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* Including weight of engine.
† Including Departmental.

25.—Statement of Density of Traffic on Class I Railways for the years 1925-26 and 1926-27—concld.

Railway.	Year.	†Passenger miles per annum.		†Net ton miles per annum.		†Gross ton miles per* annum.		†Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1925-26* ..	*569,304*	*573,510*	*239,807*	*241,579*	*1,385,768*	*1,396,008*	*10·4*
	1926-27 ..	627,216	631,621	275,502	277,427	1,372,571	1,382,171	11·0
Jodhpur	*1925-26* ..	*205,840*	*205,840*	*141,463*	*141,463*	*593,591*	*593,591*	*4·77*
	1926-27 ..	189,920	189,920	125,050	125,050	590,055	590,055	5·55
Madras and Southern Mahratta.	*1925-26* ..	*309,905*	*309,905*	*229,949*	*229,949*	*974,654*	*974,654*	*10·1*
	1926-27 ..	308,545	308,545	241,985	241,985	1,013,472	1,013,472	10·5
Nizam's Guaranteed State.	*1925-26* ..	*319,909*	*329,721*	*112,654*	*116,108*	*558,728*	*575,865*	*5·78*
	1926-27 ..	320,785	330,623	129,982	133,968	612,386	631,169	6·23
Rohilkund and Kumaon	*1925-26* ..	*312,922*	*313,558*	*146,205*	*146,502*	*555,772*	*556,902*	*6·04*
	1926-27 ..	305,620	306,241	140,712	140,998	568,953	570,109	6·16
South Indian	*1925-26* ..	*738,150*	*738,150*	*234,989*	*234,989*	*1,353,986*	*1,353,986*	*14·4*
	1926-27 ..	797,211	797,211	253,675	253,675	1,441,510	1,441,510	16·3
Total	*1925-26* ..	*458,978*	*465,767*	*245,301*	*248,929*	*1,040,069*	*1,055,453*	*9·54*
	1926-27 ..	464,215	472,478	246,697	251,088	1,055,847	1,074,642	9·99
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1925-26* ..	*155,007*	*155,007*	*58,431*	*58,431*	*354,306*	*354,306*	*4·68*
	1926-27 ..	139,668	139,668	57,355	57,355	332,392	332,392	4·67
Bombay, Baroda and Central India.	*1925-26* ..	*160,260*	*160,260*	*29,637*	*29,637*	*187,967*	*187,967*	*3·37*
	1926-27 ..	125,013	125,013	22,403	22,403	164,101	164,101	3·28
Eastern Bengal	*1925-26* ..	*182,402*	*182,402*	*5,784*	*5,784*	*137,279*	*137,279*	*6·32*
	1926-27 ..	199,226	199,226	6,473	6,473	137,246	137,246	6·10
Great Indian Peninsula	*1925-26* ..	*181,502*	*181,502*	*45,990*	*45,990*	*269,180*	*269,180*	*4·18*
	1926-27 ..	146,015	146,015	36,657	36,657	274,244	274,244	4·31
Jodhpur	*1925-26* ..	*43,683*	*43,683*	*4,875*	*4,875*	*40,832*	*40,832*	*1·96*
	1926-27 ..	43,436	43,436	4,058	4,058	39,388	39,388	1·98
North Western 2′ 6″	*1925-26* ..	*115,348*	*115,348*	*34,889*	*34,889*	*236,574*	*236,574*	*4·80*
	1926-27 ..	102,454	102,454	37,036	37,036	254,268	254,268	5·36
North Western 2′ 0″	*1925-26* ..	‡	‡	‡	‡	‡	‡	‡
	1926-27 ..	21,551	21,551	9,772	9,772	100,723	100,723	4·08
South Indian	*1925-26* ..	*106,791*	*106,791*	*17,658*	*17,658*	*193,581*	*193,581*	*4·52*
	1926-27 ..	111,757	111,757	18,214	18,214	193,170	193,170	4·66
Total	*1925-26* ..	*135,216*	*135,216*	*43,371*	*43,371*	*272,335*	*272,335*	*4·29*
	1926-27 ..	122,786	122,786	40,979	40,979	271,603	271,603	4·51
Total Class I Railways	*1925-26* ..	*509,331*	*562,389*	*513,225*	*566,689*	*1,967,670*	*2,172,646*	*11·0*
	1926-27 ..	504,385	557,994	517,245	572,220	2,009,201	2,221,749	11·5

* Including weight of Engine.
† Including Departmental.
‡ Figures not available.

26.—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Year.	Engines. Average number under or awaiting repair monthly. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on the line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on the line.	Average number not available for traffic.—Monthly. Number undergoing heavy repairs.	Number undergoing light repairs.	Average No. of days, engines undergoing heavy repairs were not available for traffic.	Average No. of days, engines undergoing light repairs were not available for traffic.
1	2	3	5	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1925-1926*	*84*	*11·8*	*106*	*14·9*	‡	‡	‡	‡
	1926-1927	86	11·5	122	16·4	15	2	148	110
Bombay, Baroda and Central India	*1925-1926*	*50*	*11·4*	*48*	*10·9*	‡	‡	‡	‡
	1926-1927	45	10·7	47	11·2	12	1	113	25
Eastern Bengal	*1925-1926*	*44*	*14·0*	*42*	*13·4*	‡	‡	‡	‡
	1926-1927	32	9·72	34	10·4	10	8	119	38
East Indian	*1925-1926*	*145*	*8·77*	*96*	*5·80*	‡	‡	‡	‡
	1926-1927	142	8·61	107	6·52	41	8	108	40
Great Indian Peninsula	*1925-1926*	*149*	*11·2*	*175*	*13·3*	‡	‡	‡	‡
	1926-1927	101	7·92	183	14·4	39	5	93	53
Madras and Southern Mahratta	*1925-1926*	*45*	*14·7*	*36*	*11·8*	‡	‡	‡	‡
	1926-1927	54	17·7	39	12·6	9	4	164	60
Nizam's Guaranteed State	*1925-1926*	*9*	*10·8*	*13*	*15·9*	‡	‡	‡	‡
	1926-1927	8	10·2	10	13·6	1	2	86	49
North Western	*1925-1926*	*239*	*15·3*	*168*	*10·8*	‡	‡	‡	‡
	1926-1927	190	13·3	178	12·4	41	4	140	74
South Indian	*1925-1926*	*17*	*11·6*	*12*	*8·16*	‡	‡	‡	‡
	1926-1927	16	11·3	11	7·75	4	1	140	34
Total	*1925-1926*	*782*	*12·0*	*696*	*10·7*	‡	‡	‡	‡
	1926-1927	674	10·5	731	11·4	172	35	120	51
3′ 3½″ Gauge.									
Assam-Bengal	*1925-1926*	*13*	*7·73*	*30*	*18·2*	‡	‡	‡	‡
	1926-1927	11	6·92	27	16·2	2	1	140	105
Bengal and North-Western	*1925-1926*	*42*	*11·9*	*21*	*5·96*	‡	‡	‡	‡
	1926-1927	39	11·1	21	5·97	10	3	136	33
Bombay, Baroda and Central India	*1925-1926*	*67*	*12·8*	*48*	*9·27*	‡	‡	‡	‡
	1926-1927	68	13·1	46	6·71	14	12	165	63
Burma	*1925-1926*	*25*	*6·91*	*19*	*5·25*	‡	‡	‡	‡
	1926-1927	23	6·27	19	5·23	8	1	100	41
Eastern Bengal	*1925-1926*	*29*	*12·4*	*20*	*8·46*	‡	‡	‡	‡
	1926-1927	24	10·1	22	9·28	7	1	113	21
Jodhpur	*1925-1926*	*12*	*12·5*	*8*	*8·33*	‡	‡	‡	‡
	1926-1927	11	11·1	7	7·07	3	..	72	..
Madras and Southern Mahratta	*1925-1926*	*44*	*12·4*	*31*	*8·82*	‡	‡	‡	‡
	1926-1927	47	13·2	34	9·39	8	6	122	75
Nizam's Guaranteed State	*1925-1926*	*6*	*7·16*	*14*	*17·5*	‡	‡	‡	‡
	1926-1927	7	8·64	14	16·7	1	1	93	49
Rohilkund and Kumaon	*1925-1926*	*8*	*10·6*	*4*	*5·79*	‡	‡	‡	‡
	1926-1927	7	10·1	5	6·57	2	1	89	64
South Indian	*1925-1926*	*32*	*8·40*	*36*	*9·45*	‡	‡	‡	‡
	1926-1927	33	8·82	33	8·82	9	*Nil*	128	..
Total	*1925-1926*	*278*	*10·6*	*231*	*8·82*	‡	‡	‡	‡
	1926-1927	270	10·3	228	8·70	64	26	127	61
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1925-1926*	*14*	*12·2*	*14*	*12·2*	‡	‡	‡	‡
	1926-1927	15	13·4	14	12·4	3	*Nil*	160	..
Bombay, Baroda and Central India	*1925-1926*	*1*	*5·26*	*1*	*5·26*	‡	‡	‡	‡
	1926-1927	..	..	3	11·1	*Nil*	2	*Nil*	22
Eastern Bengal	*1925-1926*	*2*	*18·0*	*Nil*	..	‡	‡	‡	‡
	1926-1927	*Nil*	..	1	6·90	2	*Nil*	90	*Nil*
Great Indian Peninsula	*1925-1926*	*1*	*6·67*	*2*	*13·3*	‡	‡	‡	‡
	1926-1927	2	11·1	1	5·56	4	*Nil*	118	*Nil*
Jodhpur	*1925-1926*	*Nil*	*Nil*	*1*	*50·0*	‡	‡	‡	‡
	1926-1927	*Nil*	..	*Ni*	..	*Nil*	*Nil*	*Nil*	*Nil*
North Western	*1925-1926*	*15*	*14·9*	*7*	*7·08*	‡	‡	‡	‡
	1926-1927	17	17·8	7	7·19	3	*Nil*	126	*Nil*
South Indian	*1925-1926*	*1*	*9·09*	*1*	*9·09*	‡	‡	‡	‡
	1926-1927	1	9·09	1	9·09	*Nil*	*Nil*	..	*Nil*
Total	*1925-1926*	*34*	*12·6*	*26*	*9·67*	‡	‡	‡	‡
	1926-1927	35	13·0	27	9·47	12	2	126	22
Total Class I Railways	*1925-1926*	*1,094*	*11·6*	*953*	*10·1*	‡	‡	‡	‡
	1926-1927	979	10·5	986	10·6	248	63	122	54

* Excluding stock ordered, but not yet handed over to traffic.

† Do. wagons do. do.

‡ Information not available.

for the years ended 31st March 1926 and 1927.

Coaching Stock.						Goods Stock.			
Average number under or awaiting repairs monthly.				Vehicles overdue repairs.		Average number unserviceable.		Wagons overdue repairs.	
Passenger Carriages.	Percentage of column 11 to average total No. on the line.	Other Coaching Vehicles.	Percentage of column 13 to average total No. on the line.	On 31st March 1926 and 1927.	*Percentage of coulmn 15 to average authorised stock.	Wagons.	Percentage of column 17 to average No. on the line daily.	On 31st March 1926 and 1927.	†Percentage of column 19 to average authorised number of wagons owned.
11	12	13	14	15	16	17	18	19	20
151	*18·8*	*29*	*12·8*	*256*	*36·4*	*1,859*	*8·13*	*4,417*	*19·9*
149	18·3	26	10·5	274	59·9	1,884	7·98	4,229	18·7
100	*14·0*	*25*	*9·23*	*63*	*6·21*	*375*	*3·68*	*325*	*3·19*
107	14·7	41	14·2	185	17·9	338	3·17	963	8·66
75	*13·9*	*28*	*10·4*	*114*	*12·3*	*910*	*9·61*	*1,235*	*14·7*
82	14·0	29	10·9	139	14·7	488	5·23	430	5·12
342	*14·8*	*122*	*11·6*	*643*	*16·0*	*2,616*	*5·32*	*5,496*	*10·4*
332	13·3	104	9·02	583	14·1	2,518	5·06	5,756	11·0
317	*18·8*	*131*	*15·1*	*1,269*	*53·0*	*1,175*	*6·06*	*3,100*	*16·5*
252	14·5	124	13·7	700	28·5	1,034	5·19	2,154	11·1
139	*18·4*	*33*	*14·6*	*275*	*30·7*	*652*	*11·8*	*588*	*10·6*
114	15·7	26	11·6	30	3·33	612	10·1	312	5·57
14	*12·2*	*7*	*12·5*	*8*	*6·32*	*142*	*10·0*	*87*	*4·91*
16	13·3	5	9·68	34	25·4	180	9·47	122	6·88
357	*14·0*	*110*	*9·10*	*302*	*7·99*	*1,963*	*6·85*	*2,051*	*7·03*
228	9·47	90	6·83	293	7·38	1,656	5·48	2,620	8·91
30	*14·9*	*6*	*8·00*	*6*	*1·63*	*108*	*7·69*	*141*	*7·34*
23	11·2	7	9·21	47	12·7	128	8·57	176	9·62
1,525	*15·9*	*491*	*11·6*	*2,941*	*20·1*	*9,800*	*6·62*	*17,440*	*11·5*
1,303	13·4	452	9·98	2,285	15·1	8,818	5·78	16,762	11·0
49	*10·5*	*11*	*8·65*	*50*	*8·52*	*360*	*7·27*	*328*	*7·04*
56	12·0	11	8·76	123	20·7	294	5·86	291	6·24
103	*8·39*	*13*	*6·81*	*32*	*2·19*	*383*	*3·81*	*Nil*	*Nil*
113	9·93	18	6·11	22	1·47	463	4·28	*Nil*	*Nil*
157	*10·9*	*68*	*20·0*	*379*	*20·1*	*549*	*5·27*	*2,015*	*22·1*
141	9·62	31	9·83	632	33·4	572	5·23	2,888	29·4
115	*12·6*	*13*	*5·13*	*31*	*2·67*	*852*	*9·35*	*400*	*4·31*
84	9·23	12	4·77	544	46·5	493	4·95	2,645	27·3
100	*13·8*	*41*	*12·7*	*281*	*27·5*	*706*	*10·1*	*1,389*	*23·5*
79	10·9	29	8·97	213	20·7	532	8·32	413	8·51
21	*11·1*	*4*	*9·76*	*27*	*11·8*	*53*	*2·57*	*97*	*4·22*
17	8·85	6	13·4	90	35·9	61	2·57	121	5·07
158	*15·9*	*11*	*7·33*	*304*	*26·8*	*553*	*7·33*	*277*	*4·19*
165	16·7	18	10·9	82	7·24	676	9·21	35	0·52
18	*11·7*	*4*	*9·44*	*8*	*4·14*	*28*	*2·65*	*Nil*	*Nil*
17	11·4	3	6·85	33	17·1	51	4·87	17	1·63
47	*18·1*	*9*	*17·1*	*Nil*	*Nil*	*102*	*4·46*	*Nil*	*Nil*
23	9·24	5	7·44	*Nil*	*Nil*	96	4·34	*Nil*	*Nil*
124	*10·7*	*13*	*7·64*	*259*	*16·4*	*592*	*10·6*	*614*	*15·7*
126	11·2	18	9·23	295	18·9	742	12·4	605	15·3
892	*12·0*	*187*	*11·0*	*1,371*	*14·3*	*4,188*	*6·92*	*5,120*	*9·55*
821	11·1	151	8·55	2,034	21·1	3,980	6·41	7,015	12·6
32	*8·99*	*4*	*10·5*	‡	‡	*135*	*4·42*	‡	‡
38	10·4	5	11·3	‡	‡	137	3·91	‡	‡
3	*5·36*	*Nil*	*Nil*	*20*	*35·7*	*7*	*2·01*	*Nil*	*Nil*
4	*7·13*	*Nil*	*Nil*	27	48·2	10	2·75	14	5·43
7	*10·6*	*Nil*	*Nil*	*27*	*38·6*	*1*	*1·69*	*32*	*34·0*
5	7·44	*Nil*	*Nil*	25	35·7	3	3·70	9	10·2
3	*6·82*	*Nil*	*Nil*	*27*	*55·3*	*6*	*2·06*	*47*	*31·3*
2	4·55	*Nil*	*Nil*	20	45·5		0·34	21	14·2
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
24	*9·76*	*4*	*8·33*	*96*	*32·1*	*66*	*6·30*	*120*	*17·3*
26	10·5	4	9·63	107	35·9	51	4·86	164	24·4
2	*5·88*	*Nil*	*Nil*	*7*	*20·0*	*6*	*3·85*	*3*	*3·85*
4	11·8	*Nil*	*Nil*	*Nil*	*Nil*	5	3·21	*Nil*	*Nil*
71	*8·80*	*8*	*8·16*	*177*	*34·5*	*221*	*4·42*	*202*	*16·1*
79	9·67	9	9·38	179	35·0	207	3·81	208	16·6
2,488	*14·0*	*686*	*11·4*	*4,489*	*18·2*	*14,209*	*6·65*	*22,762*	11·0
2,203	12·3	612	9·58	4,498	17·8	13,005	5·91	23,985	11·4

27 (a).—*Statement of Coal consumed*

Railway.	Year.	Tons of fuel consumed.				
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). *
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1925-26*	..	*622,903*	..	..	*622,903*
	1926-27	..	573,997	..	..	573,997
Bombay, Baroda and Central India	*1925-26*	..	*357,584*	*5,125*	..	*359,634*
	1926-27	..	312,727	5,394	..	314,885
Eastern Bengal	*1925-26*	..	*262,485*	..	..	*262,485*
	1926-27	..	251,172	..	..	251,172
East Indian	*1925-26*	..	*1,441,936*	..	..	*1,441,936*
	1926-27	..	1,377,688	215	..	1,377,774
Great Indian Peninsula	*1925-26*	..	*960,643*	*67*	*69,522*	*1,087,073*
	1926-27	..	1,030,727	..	62,911	1,144,565
Madras and Southern Mahratta	*1925-26*	..	*221,192*	..	*41*	*221,266*
	1926-27	..	224,744	..	35	224,807
Nizam's Guaranteed State	*1925-26*	..	*53,544*	*195*	..	*53,622*
	1926-27	..	54,419	174	..	54,489
North Western	*1925-26*	..	*959,254*	*1,393*	*49,130*	*1,049,140*
	1926-27	..	974,504	1,426	58,104	1,080,718
South Indian	*1925-26*	..	*73,073*	*16*	*3*	*73,085*
	1926-27	..	76,269	3	14	76,296
Total	*1925-26*	..	*4,967,614*	*6,801*	*118,696*	*5,176,144*
	1926-27	..	4,876,247	7,212	120,764	5,098,703
3′ 3¾″ Gauge.						
Assam Bengal	*1925-26*	..	*75,820*	..	..	*75,820*
	1926-27	..	80,491	..	..	80,491
Bengal and North-Western	*1925-26*	..	*174,090*	..	..	*174,090*
	1926-27	..	175,342	..	..	175,342
Bombay, Baroda and Central India	*1925-26*	..	*261,258*	*3,943*	..	*262,535*
	1926-27	..	246,149	4,172	..	247,818
Burma	*1925-26*	..	*156,618*	*37,723*	..	*191,709*
	1926-27	..	153,842	94,938	..	191,817
Eastern Bengal	*1925-26*	..	*149,553*	..	..	*149,553*
	1926-27	..	130,098	..	..	130,098
Jodhpur	*1925-26*	*9,742*	*39,278*	*235*	..	*49,134*
	1926-27	2,939	41,833	294	..	44,890
Madras and Southern Mahratta	*1925-26*	..	*177,707*	*761*	*31*	*178,068*
	1926-27	..	174,578	..	34	174,640
Nizam's Guaranteed State	*1925-26*	..	*40,232*	*124*	..	*40,252*
	1926-27	..	41,026	95	..	41,064
Rohilkund and Kumaon	*1925-26*	..	*33,266*	..	..	*33,266*
	1926-27	..	38,236	..	..	38,236
South Indian	*1925-26*	..	*156,779*	*150*	*38*	*156,908*
	1926-27	..	162,324	11	51	162,421
Total	*1925-26*	*9,742*	*1,264,601*	*92,991*	*69*	*1,311,665*
	1926-27	2,939	1,243,919	99,510	85	1,286,817
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	*1925-26*	..	*59,670*	..	..	*59,670*
	1926-27	..	58,313	..	..	58,313
Bombay, Baroda and Central India	*1925-26*	..	*5,752*	*96*	..	*5,790*
	1926-27	..	5,010	98	..	5,049
Eastern Bengal	*1925-26*	..	*1,689*	..	..	*1,689*
	1926-27	..	1,657	..	..	1,657
Great Indian Peninsula	*1925-26*	..	*9,303*	..	..	*9,303*
	1926-27	..	10,557	..	..	10,557
Jodhpur	*1925-26*	..	*231*	*3*	..	*232*
	1926-27	..	227	3	..	228
North Western — 2′ 6″ Gauge	*1925-26*	..	*43,420*	..	..	*43,420*
	1926-27	..	29,537	..	..	29,537
North Western — 2′ 0″ Gauge	*1925-26*	†	†	†	†	†
	1926-27	..	*1,035*	*3*	..	*1,036*
South Indian	*1925-26*	..	*2,445*	*3*	..	*2,448*
	1926-27	..	2,290	3	..	2,291
Total	*1925-26*	..	*122,510*	*107*	..	*122,552*
	1926-27	..	108,626	107	..	108,668
Total Class Railways	*1925-26*	*9,742*	*6,344,725*	*99,899*	*118,765*	*6,610,361*
	1926-27	2,939	6,228,792	106,829	120,849	6,494,188

* 2½ tons of wood=
0 55 tons of Oil fuel=
† Information

on Class I Railways during the years 1925-26 and 1926-27.

AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON (INCLUDING ALL FREIGHT, BOTH RAIL AND SEA, FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED WHERE ISSUED TO LOCOMOTIVES).				REMARKS.
Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.	
8	9	10	11	12	13	14	15	16
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
..	4·27	..	..	..	7·55	..	..	The figures in cols. 5, 6, 10, 11, 14 and 15 are based on actual quantity and are not in terms of "Coal."
..	3·46	..	..	..	6·18	..	..	
..	8·21	6·62	..	..	20·0	9·22	..	
..	6·78	5·86	..	..	19·2	8·74	..	
..	8·16	..	..	..	12·3	..	..	
..	4·75	..	..	..	9·29	..	..	
..	4·88	..	..	..	7·50	..	..	
..	4·48	29·3	..	..	7·67	29·3	..	
..	6·79	72·8	35·9	..	17·8	72·8	35·9	
..	6·58	..	35·3	..	16·9	..	35·3	
..	7·64	..	199·9	..	19·6	..	199·9	
..	8·34	..	195·0	..	18·3	..	195·0	
..	8·75	6·00	..	..	9·99	6·97	..	
..	7·37	6·00	..	..	8·67	6·41	..	
..	9·02	3·30	34·0	..	19·9	3·30	40·2	
..	5·22	6·75	34·0	..	18·3	6·75	40·2	
..	8·69	25·4	209·1	..	26·3	26·9	209·1	
..	6·68	15·6	200·8	..	20·9	15·6	200·8	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	10·6	..	..	..	17·3	..	..	
..	7·62	..	..	..	15·5	..	..	
..	7·43	..	..	..	13·8	..	..	
..	5·73	..	..	..	12·1	..	..	
..	8·15	4·69	..	..	19·2	4·69	..	
..	6·03	5·00	..	..	17·1	5·00	..	
..	12·0	5·86	..	..	22·6	6·86	..	
..	4·19	5·93	..	..	20·1	7·30	..	
..	8·16	..	..	..	13·2	..	..	
..	4·75	..	..	..	9·36	..	..	
20·8	6·16	10·3	..	23·2	15·7	10·3	..	
19·3	6·18	5·40	..	22·5	17·4	5·41	..	
..	9·28	8·00	233·7	..	17·7	8·65	233·7	
..	9·35	..	228·7	..	17·7	..	228·7	
..	8·75	6·00	..	..	12·3	7·10	..	
..	7·37	6·00	..	..	10·7	6·41	..	
..	5·09	..	..	..	13·3	..	..	
..	4·38	..	..	..	12·6	..	..	
..	8·66	19·1	196·1	..	26·5	19·8	196·1	
..	6·68	24·6	197·1	..	21·2	24·6	197·1	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	6·24	..	..	..	8·06	..	..	
..	5·79	..	..	..	7·60	..	..	
..	7·06	5·41	..	..	20·6	7·06	..	
..	6·52	5·87	..	..	20·0	6·05	..	
..	8·16	..	..	..	12·7	..	..	
..	4·75	..	..	..	9·32	..	..	
..	6·79	..	..	..	16·2	..	..	
..	5·12	..	..	..	14·2	..	..	
..	7·37	10·0	..	..	17·5	10·0	..	
..	7·17	5·20	..	..	16·8	5·20	..	
..	9·02	..	..	..	16·2	..	..	
..	5·22	..	..	..	23·1	..	..	
†	†	†	†	†	†	†	†	
..	8·22	6·75	..	..	35·7	6·75	..	
..	8·35	25·4	..	..	25·8	27·0	..	
..	6 68	15·6	..	..	20·3	15·6	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	

1 ton of coal.
1 ton of coal.
not available.

27-(L).—*Statement of Coal Consumption on Class I Railways for the years 1925-26 and 1926-27.*

Railways.	Year.	*Passenger and Mixed.* Total tons consumed.	*Passenger and Mixed.* Lbs. per engine mile.	*Passenger and proportion of Mixed.* Lbs. consumed per 1,000 gross ton miles.	*Goods.* Total tons consumed.	*Goods.* Lbs. per engine mile.	*Goods and proportion of Mixed.* Lbs. consumed per 1,000 gross ton miles.	*Shunting including siding.* Total tons consumed.	*Shunting including siding.* Lbs. per engine mile.	*Departmental.* Total tons consumed.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ Gauge.											
Bengal-Nagpur	*1925-26*	*152,744*	*74·7*	*186·1*	*333,451*	*103·5*	*146·7*	*87,917*	*55·8*	*19,299*	
	1926-27	150,187	72·6	189·7	312,718	100·2	135·8	86,978	56·5	14,862	
Bombay, Baroda and Central India.	*1925-26*	*179,764*	*69·8*	*199·5*	*112,057*	*97·3*	*120·5*	*49,817*	*39·0*	*8,049*	
	1926-27	166,593	63·4	180·1	91,004	94·6	114·7	37,323	75·7	9,505	
Eastern Bengal	*1925-26*	*133,044*	*84·9*	*235·1*	*68,952*	*114·7*	*132·2*	*53,614*	*64·4*	*7,911*	
	1926-27	126,691	73·8	206·8	65,540	101·0	114·8	43,839	54·3	13,985	
East Indian	*1925-26*	*434,480*	*67·0*	*171·8*	*749,497*	*105·3*	*127·7*	*200,488*	*56·2*	*37,609*	
	1926-27	451,926	65·5	164·0	720,421	103·6	121·7	177,884	55·6	36,887	
Great Indian Peninsula.	*1925-26*	*435,735*	*79·0*	*232·9*	*536,248*	*129·2*	*156·7*	*92,642*	*74·2*	*38,025*	
	1926-27	451,508	76·3	217·4	549,955	131·5	186·4	94,983	77·0	42,174	
Madras and Southern Mahratta.	*1925-26*	*101,357*	*58·6*	*157·2*	*94,855*	*91·6*	*124·4*	*15,184*	*37·7*	*8,243*	
	1926-27	109,032	60·8	163·4	89,026	96·2	125·5	16,163	41·3	12,659	
Nizam's Guaranteed State.	*1925-26*	*22,189*	*61·7*	*190·2*	*24,617*	*92·7*	*153·2*	*4,448*	*64·7*	*2,368*	
	1926-27	23,686	62·6	190·5	22,847	96·5	138·2	4,691	62·8	3,264	
North Western	*1925-26*	*437,562*	*66·4*	*177·1*	*373,558*	*106·3*	*143·9*	*161,458*	*93·5*	*50,310*	
	1926-27	491,102	70·5	183·5	396,225	113·2	146·5	137,455	83·2	47,367	
South Indian	*1925-26*	*41,991*	*56·8*	*175·7*	*26,161*	*78·2*	*160·7*	*5,921*	*52·3*	*4,151*	
	1926-27	44,166	57·8	181·6	23,585	77·1	151·1	5,904	49·0	4,268	
Total	*1925-26*	*1,938,866*	*69·9*	*190·3*	*2,319,396*	*109·6*	*142·9*	*671,489*	*69·4*	*175,965*	
	1926-27	2,014,891	69·2	185·5	2,271,321	109·0	139·4	605,220	63·6	184,971	
3′ 3½″ Gauge.											
Assam-Bengal	*1925-26*	*46,372*	*44·4*	*145·2*	*15,005*	*55·4*	*160·9*	*11,072*	*45·3*	*2,237*	
	1926-27	51,852	46·1	147·1	15,972	55·0	165·6	11,173	43·5	2,026	
Bengal and North-Western.	*1925-26*	*108,912*	*46·1*	*182·0*	*43,053*	*64·5*	*165·0*	*14,291*	*24·3*	*7,834*	
	1926-27	104,213	43·5	176·2	49,633	65·8	165·4	14,532	24·3	6,964	
Bombay, Baroda and Central India.	*1925-26*	*137,363*	*49·3*	*218·6*	*96,803*	*58·0*	*156·2*	*21,311*	*38·2*	*7,379*	
	1926-27	126,627	45·4	197·0	90,083	53·7	145·1	20,192	36·0	6,965	
Burma	*1925-26*	*93,058*	*46·7*	*179·8*	*61,855*	*56·9*	*134·5*	*26,016*	*35·4*	*12,442*	
	1926-27	94,245	46·5	184·6	60,768	56·9	138·9	23,955	32·0	15,105	
Eastern Bengal	*1925-26*	*65,770*	*58·6*	*214·6*	*40,227*	*73·3*	*164·9*	*31,163*	*60·5*	*12,771*	
	1926-27	61,267	54·0	199·1	33,195	65·1	140·0	26,660	56·2	10,597	
Jodhpur	*1925-26*	*28,514*	*49·0*	*211·9*	*14,763*	*74·5*	*184·2*	*2,905*	*29·2*	*996*	
	1926-27	27,091	45·0	191·5	11,717	65·0	169·6	2,562	24·9	1,709	
Madras and Southern Mahratta.	*1925-26*	*82,715*	*42·8*	*183·6*	*77,526*	*51·9*	*189·3*	*9,732*	*27·8*	*7,253*	
	1926-27	77,815	40·3	174·9	78,009	52·8	184·3	10,307	28·3	7,700	
Nizam's Guaranteed State.	*1925-26*	*23,827*	*52·9*	*285·0*	*11,320*	*39·6*	*184·6*	*3,205*	*68·1*	*1,430*	
	1926-27	24,224	49·9	278·7	11,934	85·5	169·7	3,193	71·5	1,713	
Rohilkund and Kumaon.	*1925-26*	*21,958*	*56·7*	*233·4*	*3,675*	*66·6*	*162·6*	*4,964*	*47·2*	*2,646*	
	1926-27	26,073	53·4	227·9	2,796	58·5	172·9	4,155	52·1	4,836	
South Indian	*1925-26*	*90,180*	*41·4*	*200·5*	*42,119*	*46·5*	*135·2*	*9,548*	*32·8*	*10,286*	
	1926-27	95,676	40·5	200·0	43,927	44·9	134·1	10,088	32·8	11,570	
Total	*1925-26*	*698,669*	*46·8*	*194·8*	*406,851*	*57·9*	*158·9*	*134,207*	*38·4*	*65,274*	
	1926-27	689,083	45·1	189·7	398,034	55·9	154·4	127,117	36·1	69,185	
2′ 6″ and 2′ 0″ Gauges.											
Bengal-Nagpur	*1925-26*	*30,551*	*64·8*	*352·6*	*17,467*	*72·7*	*326·5*	*9,392*			
	1926-27	31,460	67·4	377·8	16,154	77·8	340·3	8,900			
Bombay, Baroda and Central India.	*1925-26*	*5,440*	*54·0*	*351·3*	*236*	*48·9*	*460·6*	*Nil*			
	1926-27	4,760	46·1	380·9	101	48·5	396·1	*Nil*			
Eastern Bengal	*1925-26*	*1,488*	*32·5*	*574·1*	*3*	*98·6*	*515·9*	*Nil*			
	1926-27	1,485	29·7	491.7	*Nil*	*Nil*	444·2	171			
Great Indian Peninsula.	*1925-26*	*8,146*	*62·3*	*406·7*	*Nil*	*Nil*	*302·1*	*955*			
	1926-27	7,844	59·7	381·9	*37*	73·8	297·4	1,556			
Jodhpur	*1925-26*	*228*	*27·8*	*532·7*	*4*	*32·0*	*437·1*	*Nil*			
	1926-27	225	27·6	526·8	*Nil*	*Nil*	449·0	*Nil*			
North Western 2′ 6″ gauge	*1925-26*	*10,414*	*50·2*	*431·5*	*10,281*	*62·3*	*494·4*	*6,319*			
North Western 2′ 0″ gauge	1926-27	10,807	49·0	454·5	11,146	65·7	517·3	4,838			
		712	32·2	550·9	79	138·4	561·6	276			
South Indian	*1925-26*	*2,296*	*31·5*	*298·0*	*Nil*	*Nil*	*232.7*	*Nil*			
	1926-27	2,256	30·3	288·8	*Nil*	*Nil*	240·0	72			
Total	*1925-26*	*58,563*	*49·4*	*406·8*	*27,991*	*61·9*	*425·1*	*16,666*	..	..	
	1926-27	59,549	55·3	393·0	27,517	72·4	379·2	15,813	..	..	

Not published.

Included under column 9.

Note (1)—Figures in columns 3, 4, 6 and 7 in respect of 2′ 6″ and 2′ 0″ gauge Railways do not include coal consumed on assisting required, and assisting not required and light services.

Note (2)—'Coal' includes 'oil fuel and firewood @ 2½ tons of wood = 1 ton of coal and 0·55 ton of oil fuel = 1 ton of coal.

Note (3)—Figures for 1925-26 and 1926-27 include coal used for lighting up engines except B. N. Ry. figures for 1925-26. Figures for 1925-26 are therefore different from those shown in last year's report.

28.—*Statement of Efficiency of Class I Railways for the years 1925-26 and 1926-27.*

Railway.	Year.	Goods and proportion of mixed.					
		Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per shunting engine hour.	Net ton miles per engine hour.	(a) Gross ton miles per engine hour.	(b) Gross ton miles per train engine hour.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal-Nagpur	*1925-26*	*396·8*	*150·4*	*3,918·2*	*1,485·6*	*3,382·6*	*7,390·0*
	1926-27	413·1	159·3	4,203·4	1,620·5	3,634·6	8,083·4
Bombay, Baroda and Central India	*1925-26*	*566·1*	*232·0*	*4,420·7*	*1,811·7*	*4,392·0*	*7,397·6*
	1926 27	572·6	206·2	4,805·2	1,730·0	4,008·2	7,653·8
Eastern Bengal	*1925-26*	*263·9*	*127·8*	*1,930·8*	*934·9*	*2,464·3*	*6,088·3*
	1926-27	292·9	138·5	2,094·8	990·6	2,707·7	6,465·4
East Indian	*1925-26*	*563·5*	*189·9*	*4,985·1*	*1,665·1*	*3,828·9*	*8,060·3*
	1926-27	585·8	199·2	5,300·0	1,802·2	4,145·4	8,569·8
Great Indian Peninsula	*1925-26*	*658·8*	*182·0*	*5,539·9*	*1,530·8*	*3,910·2*	*7,150·9*
	1926-27	704·3	185·6	5,919·0	1,548·5	3,970·4	7,122·1
Madras and Southern Mahratta	*1925-26*	*569·2*	*180·4*	*5,049·8*	*1,615·3*	*3,973·0*	*6,620·9*
	1926-27	547·3	163·5	4,672·1	1,424·4	3,632·1	6,724·8
Nizam's Guaranteed State	*1925-26*	*610·8*	*165·3*	*5,304·2*	*1,435·4*	*3,506·8*	*5,502·7*
	1926-27	536·5	154·6	5,106 1	1,471·4	3,616·2	6,296·6
North Western	*1925-26*	*577·4*	*187·1*	*4,604·6*	*1,495·0*	*3,821·6*	*7,063·4*
	1926-27	603·9	189·1	5,240·5	1,633·9	4,170·2	7,444·0
South Indian	*1925-26*	*454·1*	*122·5*	*3,924·9*	*1,058·7*	*2,800·1*	*5,487·6*
	1926-27	360·6	120·5	2,797·3	934·5	2,581·1	5,589·4
Average for 5′ 6″ gauge	*1925-26*	*526·1*	*179·2*	*4,525·9*	*1,541·3*	*3,716·3*	*7,367·7*
	1926-27	543·2	182·5	4,801·0	1,613·2	3,893·3	7,725·3
3′ 3½″ Gauge.							
Assam-Bengal	*1925-26*	*346·2*	*137·5*	*1,604·0*	*636·8*	*1,700·9*	*3,092·7*
	1926 27	370·8	143·3	1,692·0	654·8	1,697·0	2,838·2
Bengal and North-Western	*1925-26*	*361·3*	*128·5*	*1,818·2*	*648·2*	*1,605·3*	*2,926·7*
	1926-27	385·7	137·7	1,910·4	682·2	1,650·1	3,023·9
Bombay, Baroda and Central India	*1925-26*	*700·8*	*196·1*	*3,211·1*	*959·4*	*2,179·0*	*3,324·5*
	1926-27	738·9	206·1	3,519·1	981·5	2,264·3	3,689·3
Burma	*1925-26*	*520·6*	*150·7*	*2,944·6*	*852·1*	*2,031·4*	*3,714·8*
	1926-27	507·6	139·0	2,963·7	811·9	1,982·6	3,630·4
Eastern Bengal	*1925-26*	*362·0*	*142·8*	*1,406·3*	*555·0*	*1,592·5*	*3,123·8*
	1926-27	371·6	145·3	1,564·1	611·5	1,678·6	3,292·1
Jodhpur	*1925-26*	*652·2*	*217·9*	*2,560·1*	*855·5*	*2,185·3*	*3,155·9*
	1926-27	583·1	191·3	2,003·8	658·2	1,888·4	3,191·6
Madras and Southern Mahratta	*1925-26*	*661·6*	*149·7*	*3,077·6*	*701·4*	*1,878·3*	*2,408·3*
	1926-27	668·4	147·3	3,126·8	689·0	1,815·8	2,497·1
Nizam's Guaranteed State	*1925-26*	*627·4*	*184·0*	*3,410·0*	*1,000·2*	*2,425·9*	*3,926·1*
	1926-27	684·5	171·2	4,024·5	1,052·6	2,477·4	4,220·4
Rohilkund and Kumaon	*1925-26*	*295·0*	*123·7*	*1,692·6*	*709·6*	*1,715·7*	*3,217·1*
	1926-27	337·6	104·9	1,940·3	602·8	1,679·9	3,183·4
South Indian	*1925-26*	*637·4*	*147·3*	*2,560·4*	*591·6*	*1,722·5*	*3,011·1*
	1926-27	596·4	143·1	2,361·1	566·4	1,683·9	3,012·0
Average for 3′ 3½″ gauge	*1925-26*	*505·5*	*154·7*	*2,415·8*	*739·1*	*1,863·7*	*3,118·0*
	1926-27	516·0	153·6	2,463·8	733·4	1,861·4	3,176·3
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	*1925-26*	*242.3*	*109·4*	*686·9*	*310·2*	*1,003·0*	*
	1926-27	235·8	104·9	668·3	297·2	1,015·3	1,723·7
Bombay, Baroda and Central India	*1925-26*	*233·1*	*56·3*	*855·9*	*207·0*	*1,313,1*	*
	1926-27	275·2	52·0	672·5	127·1	892·9	1,489·3
Eastern Bengal	*1925-26*	*109·3*	*21·6*	*180·4*	*35·4*	*161·4*	*
	1926-27	116·6	25·6	217·2	47·7	188·2	573·0
Great Indian Peninsula	*1925-26*	*179·1*	*74·5*	*820·4*	*359·6*	*1,537·7*	*
	1926-27	317·9	99·7	905·7	284·1	1,221·7	1,941·4
Jodhpur	*1925-26*	*	*	*	*	*	*
	1926-27	*	*	*	*	*	*
North-Western 2′ 6″	*1925-26*	*365·7*	*77·6*	*950·6*	*201·8*	*761·9*	*
	1926-27	313·0	71·9	834·8	195·5	786·1	835·5
North-Western 2′ 0″	*1925-26*	*	*	*	*	*	*
	1926-27	567·3	46·1	1,040·5	65·2	436·3	417·4
South Indian	*1925-26*	†*1,772·7*	*134·0*	†*3,682·3*	*278·4*	*1,128·0*	*
	1926-27	648·6	128·7	1,357·0	269·3	1,092·1	1,209·8
Average for 2′ 6″ and 2′ 0″ gauges	*1925-26*	..	..	..	..	..	..
	1926-27	..	..	..	..	..	..

(*a*) Including weight of engine and departmental.
(*b*) Excluding weight of engine and departmental.
* Information not available.
† Including free allowance of 15 minutes being granted to train engines shunting before the departure of trains and after arrival at destination stations.

29. *Statement of Principal Commodities carried by Class I*

I.—Fuel for public and foreign Railways.

Railway.	(1) Coal and Coke and patent fuel.				(2) Oil fuel.				(3) Fire wood and other fuel.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur . .	5,190,024	449,753	5,639,777	1,44,09,251	6,960	346	7,306	58,253	135,716	7,378	143,094	4,43,564
Bombay, Baroda and Central India.	1,285	444,829	446,114	28,28,601	9,885	34	9,919	1,80,341	115,226	33,943	149,169	5,93,548
Eastern Bengal . .	12,289	1,527,662	1,539,951	33,61,527	3,987	2,114	6,101	63,919	8,567	23,153	31,720	41,555
East Indian . .	10,686,615	877,134	11,763,749	5,39,64,581	..	..	..	..	58,385	40,795	99,180	2,02,055
Great Indian Peninsula .	442,744	863,928	1,306,672	65,09,187	9,765	679	10,444	1,62,156	115,304	1,926	117,230	3,42,584
Madras and Southern Mahratta	10,631	243,593	254,224	18,57,494	24,775	85	24,860	6,98,237	65,567	9,171	74,738	4,68,989
Nizam's Guaranteed State	451,915	616	452,531	18,48,134	2	335	337	11,767	37,125	..	37,125	1,60,692
North Western . .	243,313	838,645	1,081,958	38,86,870	20,223	30	20,253	5,73,889	351,823	9,237	361,060	10,63,359
South Indian . .	174	15,171	15,345	1,77,428	725	1,442	2,167	1,28,422	23,407	4,914	28,321	4,82,425
Total .	17,238,990	‖5,261,331	‖22,500,321	8,88,43,073	76,322	‖5,065	‖81,387	18,76,984	911,120	‖130,517	‖1,041,637	37,98,771
3′ 3½″ GAUGE.												
Assam Bengal . .	75,817	122,445	198,262	5,72,005	89	1,604	1,693	17,417	1,728	139	1,867	5,395
Bengal and North Western	7,552	327,340	334,892	9,17,275	..	..	..	..	45,615	1,170	46,785	1,11,542
Bombay, Baroda and Central India.	1,466	285,305	286,771	*	67	2,735	2,802	*	57,296	16,038	73,334	*
Burma . . .	..	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . .	1,767	327,195	328,962	*	33	2,237	2,270	*	2,297	33	2,330	*
Jodhpur . . .	42	7,109	7,151	21,952	..	..	..	..	4,259	757	5,016	11,151
Madras and Southern Mahratta	730	22,838	23,568	*	2,166	8,042	10,208	*	80,878	1,372	82,250	*
Nizam's Guaranteed State	318	35,037	35,355	*	30	689	719	*	18,794	103	18,897	*
Rohilkund and Kumaon .	587	24,847	25,434	24,259	2	..	2	15	151,917	12	151,929	3,44,483
South Indian . .	26,455	11,789	38,244	*	8,568	349	8,917	*	94,524	26	94,550	*
Total .	114,734	‖1,163,905	‖1,278,639	15,35,491	10,955	‖15,656	‖26,611	17,432	457,308	‖19,650	‖476,958	4,72,571
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur . .	52,041	23,915	75,956	*	1	220	221	*	45,453	73	45,526	*
Bombay, Baroda and Central India.	87	3,793	3,880	*	1	167	168	*	20,772	405	21,177	*
Eastern Bengal . .	21	1,400	1,421	*	..	..	..	..	..	..	..	..
Great Indian Peninsula .	237	19,686	19,923	*	19	96	115	*	1	11	12	*
Jodhpur . . .	..	389	389	†	..	..	..	..	3	10	13	†
North Western 2′6″gauge	17,277	11,813	29,090	*	2	514	516	*	3,917	2,570	6,487	*
North Western 2′0″gauge	368	..	368	*	..	..	..	..	..	..	..	..
South Indian . .	..	..	..	..	..	12	12	..	4,066	..	4,066	*
Total .	70,031	‖60,996	‖131,027	..	23	‖1,009	‖1,032	..	74,212	‖3,069	‖77,281	..
Total, 1926-27 .	17,423,755	‖6,486,232	‖ 23,909,987	9,03,78,564	87,300	‖21,730	‖109,030	18,94,416	1,442,640	‖153,236	‖1,595,876	42,71,342
Total, 1925-26 .	*16,047,654*	*‖5,965,612*	*‖22,013,266*	*8,95,45,444*	*67,102*	*‖14,653*	*‖81,755*	*15,20,344*	‡	‡	‡	‡
Increase .	1,376,101	520,620	1,896,721	8,33,120	20,198	‖7,077	‖27,275	3,73,572	..	..	..	..
Decrease .	..	..	..	..	..	..	..	..	..	..	..	..

*Shown under
†Shown under
‡Included under coal and Coke and patent fuel.
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1926-27.

II.—Heavy merchandise.											
(1) Rice in the husk.				(2) Rice not in the husk:—				(3) Gram and pulse.			
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
14	15	16	17	18	19	20	21	22	23	24	25
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
143,198	16,797	159,995	13,00,289	346,154	24,492	370,646	40,48,918	77,395	46,693	124,088	14,75,395
18,337	1,769	20,106	1,32,169	73,286	10,412	83,698	16,35,947	39,882	91,662	131,544	36,52,479
71,003	61,660	132,663	8,06,358	68,108	34,236	102,344	7,60,192	31,776	11,729	43,505	6,67,003
141,232	30,673	171,905	6,51,848	220,345	84,254	304,609	20,96,481	378,397	72,749	451,146	40,54,137
8,025	1,912	9,937	63,580	65,359	133,081	198,440	17,77,264	302,064	158,772	460,836	73,10,038
59,696	37,712	97,408	9,91,211	254,575	64,975	319,550	52,93,271	41,942	169,863	211,805	30,51,797
..	..	..	..	48,559	10,471	59,030	8,13,910	29,139	10,986	40,125	5,48,568
35,428	1,955	37,383	1,82,114	222,131	14,983	237,114	24,90,794	348,191	60,293	408,484	36,28,140
13,286	46,826	60,112	14,88,747	19,779	128,768	148,547	32,07,759	16,001	32,464	48,465	15,30,708
490,205	‖199,304	‖689,509	56,16,816	1,318,296	‖505,682	‖1,823,978	2,21,24,536	1,264,787	‖655,211	‖1,919,998	2,59,08,265
77,027	2,987	80,014	5,09,783	65,863	21,674	87,537	6,37,534	..	..	..	..
49,809	8,783	58,592	2,49,619	177,359	41,542	218,901	11,68,443	124,403	16,190	140,593	8,33,115
654	957	1,611	*	5,351	61,431	66,782	*	146,354	62,561	208,915	*
592,610	..	592,610	30,51,910	664,792	..	664,792	49,36,097	68,989	—	68,989	8,46,450
64,761	8,870	73,631	*	42,500	31,270	73,770	*	10,222	65,170	75,392	*
669	205	874	3,070	1,301	13,466	14,767	1,51,057	5,146	19,277	24,423	1,59,958
45,316	17,310	62,626	*	94,598	55,063	149,661	*	36,940	85,932	122,872	*
..	..	..	..	20,658	3,235	23,893	*	20,410	5,067	25,477	*
10,983	30	11,013	55,766	13,320	1,024	14,344	60,035	35,656	2,881	38,537	1,55,808
150,610	7,097	157,707	*	166,577	44,230	210,807	*	123,599	20,346	143,945	*
992,439	‖46,239	‖1,038,678	38,70,148	1,252,319	‖272,935	‖1,525,254	69,53,166	571,719	‖277,424	‖849,143	19,95,331
6,244	129	6,373	*	34,722	10,343	45,065	*	24,057	7,484	31,541	*
703	160	863	*	421	5,258	5,679	*	1,669	1,549	3,218	*
156	45	201	*	27	348	375	*	24	782	806	*
1	9	10	*	174	8,748	8,922	*	2,674	4,041	6,715	*
..	..	..	..	3	52	55	†	44	281	325	†
1,938	8	1,946	*	14,568	3,907	18,475	*	19,522	4,266	23,788	*
..	..	..	..	31	..	31	*	186	..	186	*
94	19	113	*	336	5,657	5,993	*	2,636	808	3,444	*
9,136	‖370	‖9,506	..	50,282	‖34,313	‖84,595	..	50,812	‖19,211	‖70,023	..
1,491,780	‖245,913	‖1,737,693	94,86,964	2,620,897	‖812,930	‖3,433,827	2,90,77,702	1,887,318	‖951,846	‖2,839,164	2,79,03,596
1,729,371	*‖503,062*	*‖2,232,373*	*1,30,35,335*	*2,927,448*	*‖764,034*	*‖3,691,482*	*3,11,41,068*	*1,898,925*	*‖998,333*	*‖2,897,258*	*2,79,07,381*
..	..	..	..	..	48,896	..	..	..	..	..	..
237,591	257,089	494,680	35,48,371	306,551	..	257,655	20,63,366	11,607	46,487	58,094	3,785

5′ 6″ gauge.
3′ 3½″ gauge.

railways are considered as two or more separate consignments.

29. *Statement of Principal Commodities carried by Class I*

II.—Heavy mer

Railway.	(4) Wheat.				(5) Jowar and Bajra.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	60,706	18,407	79,113	11,89,803	1,163	269	1,432	12,866
Bombay, Baroda and Central India	25,070	84,351	109,421	31,07,826	20,424	79,997	100,421	17,76,504
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	156,902	212,551	369,453	43,60,092	29,540	6,539	36,079	2,26,529
Great Indian Peninsula	262,838	73,910	336,748	44,42,333	162,480	114,387	276,867	27,31,841
Madras and Southern Mahratta	3,163	13,505	16,668	4,01,197	21,528	74,273	95,801	19,57,224
Nizam's Guaranteed State	909	9,059	9,968	1,24,351	27,937	22,795	50,732	11,27,060
North Western	1,024,783	35,119	1,059,902	1,07,09,688	76,714	6,643	83,357	7,51,074
South India	1,568	2,501	4,069	1,16,022	1,979	68,234	70,213	5,89,465
Total	1,535,939	‖449,403	‖1,985,342	2,44,51,312	341,765	‖373,137	‖714,902	91,72,563
3′ 3¼″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	58,108	13,266	71,374	5,55,194	..	..	..	..
Bombay, Baroda and Central India	79,641	96,249	175,890	*	28,830	51,785	80,615	*
Burma	..	..	..	..	2,111	..	2,111	28,644
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	4,067	2,8918	32,985	2,07,871	5,605	14,229	19,834	1,11,028
Madras and Southern Mahratta	15,006	14,469	29,475	*	89,365	22,716	112,081	*
Nizam's Guaranteed State	2,456	3,200	5,656	*	77,982	25	78,007	*
Rohilkund and Kumaon	20,485	628	21,113	56,078	9,951	860	10,811	43,228
South Indian	5,764	2,269	8,033	*	3,719	10,936	14,655	*
Total	185,527	‖158,999	‖344,526	8,19,143	217,563	‖100,551	‖318,114	1,82,900
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	35,814	2,677	38,491	*	1,006	364	1,370	*
Bombay, Baroda and Central India	304	2,465	2,769	*	1,712	3,439	5,151	*
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	622	5,958	6,580	*	6,674	1,154	7,828	*
Jodhpur	194	502	696	†	30	144	174	†
North Western — 2′ 6″ Gauge	5,827	6,599	12,426	*	3,978	1,021	4,999	*
North Western — 2′ 0″ Gauge	66	..	66	*	..	..	..	..
South Indian	188	26	214	*	394	10	404	*
Total	43,015	‖18,227	‖61,242	..	13,794	‖6,132	‖19,926	..
Total, 1926-27	1,764,481	‖626,629	‖2,391,110	2,52,70,455	573,122	‖479,820	‖1,052,942	93,55,463
Total, 1925-26	*1,623,412*	*‖461,009*	*‖2,084,421*	*2,12,15,028*	*445,243*	*‖333,496*	*‖778,739*	*68,33,533*
Increase	141,069	‖165,620	‖306,689	40,55,427	127,879	‖146,324	‖274,203	25,21,930
Decrease	..	..	..	..	..	..	..	..

* Shown under
† Shown under
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1926-27.

chandise—*contd.*

(6) Other grains.				(7) Marble and Stone.				(8) Salt.			
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
34	35	36	37	38	39	40	41	42	43	44	45
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
2,627	1,190	3,817	26,039	60,785	11,743	72,528	1,98,246	84,318	63,939	148,257	15,90,016
41,126	25,211	66,337	16,00,692	139,676	32,338	172,014	12,14,544	192 380	25,114	217,494	45,57,284
10,043	8,911	18,954	2,88,307	1,845	30,165	32,010	74,115	46,057	50,217	96,274	8,37,276
38,532	17,583	56,115	3,89,692	360,177	110,048	470,225	13,09,481	217,301	87,784	305,085	19,20,875
22,680	23,035	45,715	4,81,160	353,517	112,034	465,551	16,42,087	114,587	149,121	263,708	32,19,788
15,342	23,443	38,785	6,30,010	61,966	3,430	65,396	5,57,136	74,003	3,601	77,604	12,85,659
..	..	..	..	88,901	322	89,223	2,95,612	352	34,650	35,002	5,69,412
176,760	14,630	191,390	14,84,847	924,187	23,250	947,437	18,92,561	154,727	16,114	170,841	16,26,225
1,372	13,229	14,601	2,35,056	332	1,675	2,007	4,26,927	11,398	28,046	39,444	10,77,302
308,482	‖127,232	‖435,714	51,38,803	1,991,386	‖325,005	‖2,316,391	76,10,709	895,123	‖458,586	‖1,353,709	1,66,83,837
..	..	..	..	..	..	..	..	45,879	1,919	47,598	3,69,986
137,512	11,227	148,739	7,81,370	3,360	10,674	14,034	64,469	6,664	152,117	158,781	10,00,197
47,115	52,874	99,989	*	194,055	72,561	266,616	*	263,319	61,677	324,996	*
6,249	..	6,249	52,281	445,865	..	445,855	8,37,566	40,438	..	40,438	6,14,373
5,012	25,893	30,905	*	8,357	5,154	13,511	*	2,752	66,016	68,768	*
4,549	13,220	17,769	1,16,264	84,651	6,911	91,562	2,80,318	19,610	1,481	21,091	89,732
33,829	9,184	43,013	*	56,957	13,442	70,399	*	14,507	62,880	77,387	*
..	..	..	..	179	7,279	7,458	*	239	21,353	21,592	*
22,250	2,445	24,704	1,18 988	5,428	6,889	12,317	24,275	1,306	27,321	28,627	1,72,186
9,037	5,040	14,077	*	169,451	13,678	183,129	*	127,281	3,848	131,129	*
265,562	‖119,883	‖385,445	10,68,903	963,293	‖136,588	‖1,104,881	12,06,628	521,795	‖398,612	‖920,407	22,46,474
407	102	509	*	6,800	1,247	8,047	*	3,338	21,881	25,219	*
3,153	1,793	4,946	*	1,112	6,232	7,344	*	174	1,656	1,830	*
1	140	141	*	..	265	265	*	95	1,078	1,173	*
258	1,596	1,854	*	276	2,887	3,163	*	110	4,077	4,187	*
22	278	300	†	6	247	253	†	..	245	245	†
7,661	2,623	10,284	*	15,470	330	15,800	*	1,079	1,835	2,914	*
31	..	31	*	4,447	..	4,447	*	..	..	..	..
2,160	394	2,554	*	..	1	1	*	1	2,820	2,821	*
13,693	‖6,926	‖20,619	..	28,111	‖11,209	‖39,320	..	4,797	‖33,592	‖38,389	..
587,737	‖254,041	‖841,778	62,07,706	2,987,790	‖472,802	‖3,460,592	88,17,337	1,421,715	‖890,790	‖2,312,505	1,89,30,311
651,927	‖*299,855*	‖*951,782*	*71,56,000*	*3,313,568*	‖*467,574*	‖*3,781,142*	*93,99,143*	*1,333,175*	‖*811,379*	‖*2,144,554*	*1,73,52,059*
..	..	..	..	..	5,228	..	..	88,540	79,411	167,951	15,78,252
64,190	45,814	110,004	9,48,294	325,778	..	320,550	5,81,806	..	..	..	..

5′ 6″ gauge.
3′ 3½″ gauge.
railways are considered as two or more separate consignments.

29. *Statement of Principal Commodities carried by Class I*

II—Heavy

Railway.	(9) Gur, Jagree, Molasses, etc.				(10) Sugar, refined, and unrefined.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
	46	47	48	49	50	51	52	53
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5′ 6″ GAUGE.								
Bengal Nagpur	7,136	18,886	26,022	4,19,169	30,540	3,489	34,029	6,59,994
Bombay, Baroda and Central India	5,827	47,237	53,064	23,46,878	34,184	26,813	60,997	24,04,375
Eastern Bengal	5,653	17,713	23,366	4,21,567	51,704	2,612	54,316	6,75,492
East Indian	142,013	24,261	166,274	13,52,183	155,547	25,155	180,702	37,45,714
Great Indian Peninsula	55,212	93,537	148,749	17,12,269	91,325	28,737	120,562	17,74,329
Madras and Southern Mahratta	38,322	15,732	54,054	9,88,633	23,225	3,659	26,884	5,39,016
Nizam's Guaranteed State	448	9,871	10,319	1,89,480	283	5,810	6,093	1,16,095
North Western	141,629	37,395	179,024	17,01,279	209,436	51,452	260,888	70,95,550
South Indian	8,405	2,629	11,034	4,39,537	1,765	8,518	10,283	2,72,304
Total	404,645	‖267,261	‖671,906	95,71,045	598,509	‖156,245	‖754,754	1,72,82,869
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North-Western	184,985	3,538	188,523	15,40,888	90,711	9,275	99,986	10,71,599
Bombay, Baroda and Central India	5,919	133,351	139,270	*	12,371	124,984	137,355	*
Burma	28,236	..	28,236	3,85,705	14,023	..	14,023	1,88,424
Eastern Bengal	4,780	31,223	36,003	*	2,109	29,520	31,629	*
Jodhpur	692	12,712	13,404	1,13,995	443	11,523	11,966	1,22,384
Madras and Southern Mahratta	53,267	12,644	65,911	*	4,364	19,278	23,642	*
Nizam's Guaranteed State	279	8,309	8,588	*	451	5,464	5,915	*
Rohilkund and Kumaon	44,947	2,200	47,147	2,98,913	18,414	4,915	23,329	1,12,171
South Indian	28,728	4,070	32,798	*	21,368	3,062	24,430	*
Total	351,833	‖208,047	‖559,880	23,39,501	164,254	‖208,021	‖372,275	14,94,578
2′ 6″ and 2′ 0″ GAUGES.								
Bengal Nagpur	1,590	1,913	3,503	*	2,327	3,731	6,058	*
Bombay, Baroda and Central India	237	1,370	1,607	*	185	1,362	1,547	*
Eastern Bengal	11	526	537	*	5	311	316	*
Great Indian Peninsula	16,955	2,142	19,097	*	337	3,548	3,885	*
Jodhpur	6	395	401	†	5	151	156	†
North Western — 2′ 6″ gauge	1,265	2,473	3,738	*	502	4,211	4,713	*
North Western — 2′ 0″ gauge	..	..	..	..	110	..	110	*
South Indian	675	4	679	*	49	80	129	*
Total	20,739	‖8,823	‖29,562	..	3,520	‖13,394	‖16,914	..
Total, 1926-27	777, 217	‖484,131	‖1,261,348	1,19,10,546	766,283	‖377,660	‖1,143,943	1,87,77,447
Total, 1925-26	*673,405*	*‖427,146*	*‖1,100,551*	*1,06,34,464*	*757,577*	*‖296,594*	*‖1,054,171*	*1,85,05,120*
Increase	103,812	56,985	160,797	12,76,082	8,706	81,066	89,772	2,72,327
Decrease	..	..	..	..	..	..	..	..

* Shown under
† Shown under
‖In these totals consignments passing over two or more

nerchandise.—*contd.*

(11) Wood, unwrought.				(12) Metallic ores.				(13) Oil seeds.			
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
54	55	56	57	58	59	60	61	62	63	64	65
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
77,004	9,070	86,074	5,64,867	1,957,077	145,754	2,102,831	59,55,765	81,047	27,161	108,208	12,82,770
87,074	37,478	124,552	8,66,602	5,503	67,002	72,505	5,17,059	81,403	80,626	162,029	29,43,188
10,506	33,686	44,192	5,03,644	1	250	251	678	6,996	17,986	24,982	3,30,356
95,302	46,669	141,971	7,11,588	1,286	267	1,553	17,276	235,975	230,480	466,455	44,68,822
125,723	30,547	156,270	8,42,082	1,114	180,103	181,217	16,97,579	299,335	261,825	561,160	75,81,363
24,779	37,779	62,558	8,54,226	285	6,855	7,140	8,26,497	149,048	197,868	346,916	68,35,242
24,161	2,076	26,237	2,12,781	..	..	..	..	73,879	45,043	118,922	16,74,063
231,329	52,942	284,271	11,46,094	32	17,465	17,497	2,54,947	323,274	53,281	376,555	43,33,187
47,470	8,647	56,117	8,09,673	3,084	1,014	4,098	46,160	36,436	44,622	81,058	28,37,541
723,348	‖258,894	‖982,242	65,16,557	1,968,382	‖418,710	‖2,387,092	93,15,961	1,287,393	‖958,892	‖2,246,285	3,22,86,532
22,346	3,773	26,119	1,86,768	..	..	..	..	..	..	..	..
80,380	4,925	85,305	4,67,684	..	..	..	..	240,974	4,295	245,269	14,37,762
5,317	63,631	68,948	*	1,816	736	2,552	*	89,854	115,569	205,423	*
241,155	..	241,155	13,15,613	105,594	..	105,594	10,50,291	25,998	..	25,998	2,12,379
40,976	11,654	52,630	*	12	111	123	*	30,416	15,057	45,473	*
476	3,327	3,803	30,047	..	..	..	17	19,023	12,548	31,571	2,56,654
37,999	23,989	61,988	*	111,009	12,409	123,418	*	286,721	33,926	320,647	*
3,417	3,053	6,470	*	..	..	..	..	100,273	260	100,533	*
96,414	299	96,713	3,69,897	..	..	..	..	18,175	712	18,887	1,01,780
34,950	12,650	47,600	*	1,002	454	1,456	*	189,182	48,323	237,505	*
563,430	‖127,301	‖690,731	23,70,009	219,433	‖13,710	‖233,143	10,50,308	1,000,616	‖230,690	‖1,231,306	20,08,575
21,698	1,822	23,520	*	183,289	..	183,289	*	22,551	1,138	23,689	*
6,214	3,277	9,491	*	65,215	..	65,215	*	9,364	3,828	13,192	*
12	644	656	*	..	..	..	..	21	552	573	*
1,736	1,926	3,662	*	..	..	..	..	19,831	1,902	21,733	*
8	21	29	†	..	..	..	..	467	180	647	†
715	892	1,607	*	17,445	..	17,445	*	1,376	304	1,680	*
205	..	205	*	..	..	..	..	11	..	11	*
1,120	204	1,324	*	1	17	18	*	3,682	216	3,898	*
31,708	‖8,786	‖40,494	..	265,950	‖17	‖265,967	..	57,303	‖8,120	‖65,423	..
1,318,486	‖394,981	‖1,713,467	88,86,566	2,453,765	‖432,437	‖2,886,202	1,03,66,269	2,345,312	‖1,197,702	‖3,543,014	3,42,95,107
1,733,672	*‖456,316*	*‖2,189,988*	*1,05,52,944*	*2,337,623*	*‖559,140*	*‖2,896,768*	*1,07,08,927*	*2,487,489*	*‖1,233,064*	*‖3,720,553*	*3,69,23,693*
..	..	..	..	116,137	..	..	..	..	..	..	..
415,186	61,335	476,521	16,66,378	..	126,703	10,566	3,42,658	142,177	35,362	177,539	26,28,586

5′ 6″ gauge.
3′ 3⅜″ gauge.
railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy merchandise—*concld.*							
	(14) Cotton, raw, pressed.				(15) Total heavy merchandise.			
	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
	66	67	68	69	70	71	72	73
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	603	8,879	9,482	3,32,330	2,929,753	396,769	3,326,522	1,90,59,467
Bombay, Baroda and Central India	63,960	76,420	140,380	55,88,376	828,132	686,430	1,514,562	3,23,43,923
Eastern Bengal	4	20	24	203	303,696	269,185	572,881	53,60,691
East Indian	16,144	20,898	37,042	7,56,384	2,188,693	969,921	3,158,614	2,60,61,102
Great Indian Peninsula	219,043	153,465	372,508	1,41,87,325	2,083,802	1,514,466	3,598,268	4,94,63,038
Madras and Southern Mahratta	20,332	17,890	38,222	18,05,285	788,206	670,585	1,458,791	2,60,16,454
Nizam's Guaranteed State	3,438	5,541	8,979	12,35,164	298,006	156,624	454,630	69,06,496
North Western	179,199	16,104	195,303	64,67,435	4,047,820	401,626	4,449,446	4,37,63,935
South Indian	19,221	1,259	20,480	4,69,030	182,096	388,432	570,528	1,35,46,231
Total	521,944	‖300,476	‖822,420	3,08,41,532	13,650,204	‖5,454,038	‖19,104,242	22,25,21,387
3′ 3½″ GAUGE.								
Assam Bengal	..	..	..	..	210,915	30,353	241,268	17,04,071
Bengal and North-Western	..	..	..	..	1,154,265	275,832	1,430,097	91,70,340
Bombay, Baroda and Central India	76,871	22,404	99,275	*	957,457	920,770	1,878,237	*
Burma	..	..	..	..	2,236,050	..	2,236,050	1,35,19,733
Eastern Bengal	1	..	1	*	211,898	289,938	501,836	*
Jodhpur	7,427	6,634	14,061	2,67,081	153,659	144,451	298,110	19,09,476
Madras and Southern Mahratta	64,655	9,398	74,053	*	944,533	392,640	1,337,173	*
Nizam's Guaranteed State	52,689	2	52,691	*	279,033	57,247	336,280	*
Rohilkund and Kumaon	298	901	1,199	6,148	297,636	51,105	348,741	15,75,273
South Indian	17,757	3,418	21,175	*	1,049,025	179,421	1,228,446	*
Total	219,698	‖42,757	‖262,455	2,73,229	7,494,481	‖2,341,757	‖9,836,238	2,78,78,893
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	2,291	719	3,010	*	346,134	53,550	399,684	*
Bombay, Baroda and Central India	4,572	112	4,684	*	95,035	32,501	127,536	*
Eastern Bengal	..	..	..	..	352	4,691	5,043	*
Great Indian Peninsula	44,721	88	44,809	*	94,369	38,076	132,445	*
Jodhpur	712	..	712	†	1,497	2,496	3,993	†
North Western — 2′ 6″ gauge	..	3	3	*	91,346	28,472	119,818	*
North Western — 2′ 0″ gauge	..	..	..	..	5,087	..	5,087	*
South Indian	8	..	8	*	11,344	10,256	21,600	*
Total	52,304	‖922	‖53,226	..	645,164	‖170,042	‖815,206	..
Total, 1926-27	793,946	‖344,155	‖1,138,101	3,11,14,761	21,789,849	‖7,965,837	‖29,755,686	25,04,00,230
Total, 1925-26	*1,034,336*	*‖444,840*	*‖1,479,226*	*3,92,40,566*	*22,946,236*	*‖8,055,732*	*‖31,002,018*	*26,06,05,261*
Increase	..	..	..	..	..	..	..	..
Decrease	240,440	100,685	341,125	81,25,805	1,156,387	89,945	1,246,332	1,02,05,031

* Shown under
† Shown under
‖In these totals consignments passing over two or more

III.—Light merchandise.

(1) Cotton, raw unpressed.				(2) Cotton, manufactured.				(3) Fodder.			
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.
74	75	76	77	78	79	80	81	82	83	84	85
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
593	241	834	13,145	18,918	42,610	61,528	16,28,511	34,138	4,682	38,820	2,36,661
8,216	1,371	9,587	2,52,800	108,239	5,354	113,593	66,65,808	169,263	13,974	183,237	13,60,132
846	1,011	1,857	32,270	21,709	6,367	28,076	6,45,639	30,166	20,374	50,540	2,11,205
4,636	2,106	6,742	1,52,357	74,351	33,489	107,840	26,72,752	129,868	21,278	151,146	9,67,782
16,088	4,214	20,302	2,26,585	133,985	47,360	181,345	55,71,507	113,398	25,524	138,922	11,28,746
4,699	2,176	6,875	2,56,769	21,586	33,803	55,389	15,10,881	12,896	7,883	20,779	2,77,817
3,336	4	3,340	30,176	2,367	17,653	20,020	4,15,010	9,024	2,034	11,058	1,04,445
29,063	1,486	30,549	3,32,533	68,218	32,766	100,984	35,06,214	85,987	36,329	122,316	8,59,894
5,836	9,325	15,161	2,94,833	11,655	6,895	18,550	7,56,948	5,785	7,280	13,065	3,78,638
73,313	‖21,934	‖95,247	15,91,468	461,028	‖226,297	‖687,325	2,33,73,270	590,525	‖139,358	‖729,883	55,25,320
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	17,017	34,529	51,546	10,45,809	24,712	2,534	27,246	1,33,383
7,327	4,487	11,814	*	52,260	40,315	92,575	*	34,129	10,277	44,406	*
..	..	..	..	18,204	..	18,204	4,62,124	63,563	..	63,563	2,92,287
711	343	1,054	*	474	14,468	14,942	*	11,734	5,628	17,362	*
14,944	1,612	16,556	144,455	496	7,952	8,448	1,43,427	4,745	6,201	10,946	52,751
20,390	1,771	22,161	*	14,501	18,417	32,918	*	17,107	5,377	22,484	*
669	2	671	*	2,513	2,606	5,119	*	3,252	28	3,280	*
684	137	821	2,973	1,890	7,217	9,107	75,290	6,200	406	6,606	27,789
18,251	600	18,851	*	28,383	6,171	34,554	*	30,462	7,793	38,255	*
62,976	‖8,952	‖71,928	1,47,428	135,738	‖131,675	‖267,413	17,26,650	195,904	‖38,244	‖234,148	5,06,210
206	16	222	*	2,873	5,016	7,889	*	2,271	1,154	3,425	*
1,025	224	1,249	*	86	410	496	*	1,689	2,021	3,710	*
1	1	2	*	1	285	286	*	37	7	44	*
771	11	782	*	110	1,868	1,978	*	301	2,604	2,905	*
8	303	311	†	45	182	227	†	466	39	505	†
63	44	107	*	207	2,426	2,633	*	3,533	3,544	7,077	*
..	..	..	..	..	..	..	..	237	..	237	*
65	2	67	*	45	236	281	*	2,170	12	2,182	*
2,139	‖601	‖2,740	..	3,367	‖10,423	‖13,790	..	10,704	‖9,381	‖20,085	..
138,428	‖31,487	‖169,915	17,38,896	600,133	‖368,395	‖968,528	2,50,99,920	797,133	‖186,983	‖984,116	60,31,530
206,703	‖*29,632*	‖*236,335*	*23,93,132*	*521,898*	‖*329,771*	‖*851,669*	*2,25,54,810*	*811,611*	‖*178,007*	‖*989,618*	*58,93,057*
..	1,855	..	..	78,235	38,624	116,859	25,45,110	..	8,976	..	1,38,473
68,275	..	66,420	6,54,236	..	..	..	..	14,478	..	5,502	..

6″ gauge.
3½″ gauge.
lways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light merchandise

Railway.	(4) Fruits and vegetables, fresh.				(5) Jute, raw.			
	Originating on Home line whether local or Foreign. 86	Other traffic. 87	Total. 88	Earnings. 89	Originating on Home line whether local or Foreign. 90	Other traffic. 91	Total. 92	Earnings. 93
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	12,486	15,087	27,573	4,06,899	9,816	31,725	41,541	2,69,189
Bombay, Baroda and Central India	21,334	9,550	30,884	6,96,427	..	..	..	..
Eastern Bengal	7,934	25,352	33,286	5,11,753	445,655	640,860	1,086,515	1,54,75,975
East Indian	84,963	37,106	122,069	12,71,268	35,963	81,755	117,718	7,07,449
Great Indian Peninsula	63,247	20,210	83,457	10,48,513	..	..	..	..
Madras and Southern Mahratta	45,559	25,260	70,819	9,03,722	..	..	..	..
Nizam's Guaranteed State	1,351	2,739	4,090	52,161	..	..	..	..
North Western	61,741	19,825	81,566	10,32,753	..	..	..	..
South Indian	19,279	10,876	30,155	8,96,763	289	76	365	1 4,388
Total	317,894	‖166,005	‖483,899	68,20,259	491,723	‖754,416	‖1,246,139	1,64,67,001
3′ 3⅜″ GAUGE.								
Assam Bengal	21,682	5,504	27,186	1,41,386	181,591	5,930	187,521	12,85,672
Bengal and North Western	480,938	7,830	488,768	9,69,738	..	..	..	..
Bombay, Baroda and Central India	26,876	9,844	36,720	*	..	..	..	..
Burma	101,389	..	101,389	10,71,441	..	..	..	..
Eastern engal	4,949	50,588	55,537	*	518,768	71,222	589,990	*
Jodhpur	2,046	2,507	4,553	35,430	8	39	47	233
Madras and Southern Mahratta	25,798	4,866	30,664	*	..	..	..	..
Nizam's Guaranteed State	1,003	472	1,475	*	..	..	..	..
Rohilkund and Kumaon	7,779	427	8,206	63,991	681	30	711	3,813
South Indian	68,472	11,243	79,715	*	620	436	1,056	*
Total	740,932	‖93,281	‖834,213	22,81,986	701,668	‖77,657	‖779,325	12,89,718
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	1,517	1,224	2,741	*	1	13	14	*
Bombay, Baroda and Central India	851	793	1,644	*	..	..	..	..
Eastern Bengal	70	455	525	*	8,948	8	8,956	*
Great Indian Peninsula	308	490	798	*	..	..	..	..
Jodhpur	131	4	135	†	..	..	..	..
North Western — 2′ 6″ gauge	13,468	1,809	15,277	*	..	..	..	..
North Western — 2′ 0″ gauge	..	..	..	..	..	..	..	..
South Indian	252	571	823	*	..	1	1	*
Total	16,547	‖5,346	‖21,943	..	8,949	‖22	‖8,971	..
Total, 1926-27	1,075,423	‖264,632	‖1,340,055	91,02,245	1,202,340	‖832,095	‖2,034,435	1,77,56,719
Total, 1925-26	*1,015,664*	‖*219,761*	‖*1,235,425*	*90,53,009*	*885,712*	‖*619,852*	‖*1,505,564*	*1,23,28,006*
Increase	59,759	44,871	104,630	49,236	316,628	212,243	528,871	54,28,713
Decrease	..	..	..	..	..	..	..	..

* Shown under
† Shown under
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1926-27.

—*contd.*

(6) Iron and steel, wrought.				(7) Kerosine oil.				(8) Tobacco.			
Originating on Home line whether local or Foreign: 94	Other traffic. 95	Total. 96	Earnings. 97	Originating on Home line whether local or Foreign. 98	Other traffic. 99	Total. 100	Earnings. 101	Originating on Home line whether local or Foreign. 102	Other traffic. 103	Total. 104	Earnings 105
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
237,640	19,208	256,848	14,06,009	49,163	7,976	57,139	11,61,009	8 940	16,868	25,808	5,24,318
108,520	5,286	163,806	28,74,828	53,741	41	53,782	13,29.424	22,924	4,009	26,933	7,55,571
36,393	103,885	140,278	13,79,810	264,251	3,776	268,027	14,05,451	5,023	23,459	28,482	7,76,404
159,484	112,074	271,558	36,41,219	7,092	151,838	158,930	38,47,532	20,096	27,766	47,862	7,86,772
125,784	33,579	159,363	26,77,726	115,473	2 909	118,382	28,82,281	5,407	21,743	27,150	6,09,647
54, 65	20,909	75,674	14,31,407	65,629	116	65,745	12,51,631	26,801	14,001	40.802	9,44,166
1,501	12,004	13,505	2,38,326	397	12,002	12,399	2,51,649	607	2,230	2,837	78,029
127,632	57,401	185,033	39,33,186	106,166	1,059	107,225	40,66,440	24,554	7,439	31,993	6,41,775
2,134	19,376	21,510	6,16,251	9,638	18,670	28,308	13,45,352	10,622	4,710	15,332	3,84,635
853,853	‖383,722	‖1,237,575	1,81,98,792	671,550	‖198,387	‖869,937	1,75,40,769	124,974	‖122,225	‖247,199	55,01,377
38,136	14,984	53,120	5,42,892	53,241	39,226	92,467	10,94,950	2,802	7,600	10,402	1,31,038
12,249	18,932	31,181	2,67,502	4,665	42,236	46,901	4,69,783	45,586	4,790	50,376	6,46,732
12,201	47,511	59,712	*	1,585	23,647	25,232	*	8,574	11,464	20,038	*
41,231	..	41,231	4,35,307	56,992	..	56,992	9,92,266	17,625	..	17,625	2,05,623
4,864	45,445	50,309	*	7,114	45,136	52,250	*	26,558	16,949	43,507	*
1,361	9,990	11,351	1,81,786	491	9,002	9,493	2,49,680	379	2,805	3,184	48,158
12,083	29,246	41,329	*	35,694	9,100	44,794	*	18,705	3,412	22,117	
2,270	7,127	9,397	*	352	6,637	6,989	*	525	1,451	1,976	*
4,065	7,301	11,366	66,741	1,134	4,319	5,453	35,652	2,884	858	3,742	35,540
29,245	7,422	36,667	*	79,270	1,957	81,227	*	12,282	6,602	18,884	*
157,705	‖187,958	‖345,663	14,93,958	240,538	‖181,260	‖421,798	28,42,331	135,920	‖55,931	‖191,851	10,67,091
2,365	6,544	8,909	*	2,270	8,234	10,504	*	1,266	3,069	4,335	*
518	3,679	4,197	*	68	1,818	1,886	*	106	152	258	*
42	809	851	*	37	680	717	*	13	191	204	*
758	3,109	3,867	*	1,705	4,848	6,553	*	67	627	694	*
4	73	77	†	1	51	52	†	4	41	45	†
925	2,725	3,650	*	176	3,595	3,771	*	241	912	1,153	*
..	..	..	..	..	..	..	..	.	..	..	..
3	230	233	*	94	1,056	1,150	*	52	597	649	*
4,615	‖17,169	‖21,784	..	4,351	‖20,282	‖24,633	..	1,749	‖5,589	‖7,338	..
1,016,173	‖588,849	‖1,605,022	1,96,92,750	916,439	‖399,929	‖1,316,368	2,03,83,100	262,643	‖183,745	‖446,388	65 68,468
1,019,443	*‖582,358*	*‖1,601,801*	*2,05,39,328*	*909,960*	*‖374,384*	*‖1,284,344*	*1,91,13,428*	*272,957*	*‖185,481*	*‖458,438*	*68,36,965*
..	6,491	3,221	..	6,479	25.545	32,024	12,69,672	..	..	..	..
3,270	..	..	8,46,578	..	..	..	..	10,314	1,736	12,050	2,68,497

5′ 6″ gauge.
3′ 3⅜″ gauge.
railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(9) Provisions.				(10) Military stores.			
	Originating on Home line whether local or Foreign. 106	Other traffic. 107	Total. 108	Earnings. 109	Originating on Home line whether local or Foreign. 110	Other traffic. 111	Total. 112	Earnings. 113
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal Nagpur	56,057	21,191	77,248	12,04,738	522	3,057	3,579	50,087
Bombay, Baroda and Central India	45,389	13,143	58,532	14,27,290	1,429	973	2,402	84,142
Eastern Bengal	12,644	4,959	17,603	3,71,447	8,782	6,000	14,782	22,712
East Indian	51,617	16,251	67,868	12,66,322	48,852	29,696	78,548	7,18,463
Great Indian Peninsula	65,045	36,260	101,305	18,13,235	43,279	37,196	80,475	8,22,982
Madras and Southern Mahratta	53,300	28,127	81,427	14,86,942	2,946	5,248	8,194	1,20,890
Nizam's Guaranteed State	6,870	21,810	28,680	4,47,762	3,180	6,657	9,837	54,346
North Western	45,797	7,907	53,704	13,23,812	236,207	20,488	256,695	17,72,901
South Indian	66,107	28,651	94,758	27,75,079	214	1,274	1,488	31,487
Total	402,826	‖178,299	‖581,125	1,21,16,627	345,411	‖110,589	‖456,000	36,78,010
3′ 3¾″ GAUGE.								
Assam Bengal	9,336	3,419	12,755	1,26,175	..	..	..	..
Bengal and North Western	16,034	6,225	22,259	3,33,173	631	..	631	2,726
Bombay, Baroda and Central India	9,140	31,066	40,206	*	7,367	3,904	11,271	*
Burma	21,424	..	21,424	3,38,765	3,674	..	3,674	25,022
Eastern Bengal	8,381	22,287	30,668	*	54	414	468	*
Jodhpur	1,504	6,794	8,298	1,04,234	6	461	467	10,498
Madras and Southern Mahratta	37,863	16,515	54,378	*	3,643	2,982	6,625	*
Nizam's Guaranteed State	6,359	4,577	10,936	*	99	2,961	3,060	*
Rohilkund and Kumaon	2,148	1,877	4,025	28,998	9,533	111	9,644	29,129
South Indian	101,282	42,502	143,784	*	446	1,015	1,461	*
Total	213,471	‖135,262	‖348,733	9,31,345	25,453	‖11,848	‖37,301	67,375
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	6,761	2,611	9,372	*	240	48	288	*
Bombay, Baroda and Central India	1,284	1,437	2,721	*	..	6	6	*
Eastern Bengal	34	151	185	*	..	..	..	..
Great Indian Peninsula	114	1,653	1,767	*	..	..	..	..
Jodhpur	12	54	66	†	..	..	..	..
North Western — 2′ 6″ gauge	576	1,065	1,641	*	8,504	19,348	27,852	*
North Western — 2′ 0″ gauge	..	..	..	..	2,562	..	2,562	*
South Indian	5,841	744	6,585	*	..	..	..	..
Total	14,622	‖7,715	‖22,337	..	11,306	‖19,402	‖30,708	..
Total, 1926-27	630,919	‖321,276	‖952,195	1,30,47,972	382,170	‖141,839	‖524,009	37,45,385
Total, 1925-26	*557,040*	‖*269,790*	‖*826,830*	*1,23,15,053*	*338,149*	‖*137,213*	‖*475,362*	*37,55,573*
Increase	73,879	51,486	125,365	7,32,914	44,021	4,626	48,647	..
Decrease	..	..	..	..	..	..	..	40,188

* Shown under
† Shown under
‖In these totals consignments passing over two or more

merchandise—*concld.*

(11) Railway materials.				(12) Total light merchandise.				IV—Other Commodities.			
Originating on Home line whether local or Foreign. 114	Other traffic. 115	Total. 116	Earnings. 117	Originating on Home line whether local or Foreign. 118	Other traffic. 119	Total. 120	Earnings. 121	Originating on Home line whether local or Foreign. 122	Other traffic. 123	Total. 124	Earnings. 125
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
390,819	37,784	428,603	17,44,140	819,092	200,429	1,019,521	86,44,706	1,316,066	216,697	1,532,763	97,86,311
596,154	40,626	636,780	7,84,010	1,135,209	94,327	1,229,536	1,62,30,432	457,626	119,831	577,457	1,20,33,998
565,981	11,783	577,764	5,58,033	1,399,384	847,826	2,247,210	2,13,90,789	351,878	217,443	569,321	53,31,931
842,208	100,173	942,381	34,33,165	1,459,130	613,532	2,072,662	1,94,65,081	1,417,401	724,393	2,141,794	1,93,46,239
1,491,366	68,167	1,559,533	11,11,471	2,173,072	297,162	2,470,234	1,78,92,693	1,120,423	315,160	1,435,583	1,53,78,303
291,342	55,244	346,586	7,67,619	579,523	192,767	772,290	89,51,844	410,434	249,218	659,652	97,75,711
66,413	28,968	95,381	1,79,187	95,046	106,101	201,147	18,51,091	67,025	50,376	117,401	15,58,909
2,712,552	1,608	2,714,160	23,70,087	3,497,917	186,308	3,684,225	1,98,39,595	1,657,860	507,100	2,164,260	2,06,02,574
49,142	6,798	55,940	2,84,122	180,701	113,931	294,632	77,78,496	164,282	106,385	270,667	36,32,445
7,005,977	‖351,151	‖7,357,128	1,12,31,834	11,339,074	‖2,652,383	‖13,991,457	12,20,44,727	6,962,995	‖2,506,603	‖9,469,598	9,74,46,419
..	..	..	..	306,783	76,663	383,451	33,22,113	310,679	111,375	422,054	39,24,783
20,852	22,997	43,849	93,752	622,684	140,073	762,757	39,62,598	275,160	113,159	388,319	29,63,019
150,969	41,426	192,395	*	310,428	223,941	534,369	*	169,050	288,452	457,502	*
44,307	..	44,307	1,33,077	368,409	..	368,409	39,55,912	1,001,026	..	1,001,026	86,43,212
291,238	7,910	299,148	*	874,845	280,390	1,155,235	*	63,743	157,959	221,702	*
63,264	25,571	88,835	2,40,787	89,244	72,934	162,178	12,11,439	44,983	53,096	98,079	8,93,687
88,743	17,613	103,356	*	274,527	109,299	383,826	*	254,654	110,135	364,789	*
30,657	1,272	31,929	*	47,699	27,133	74,832	*	38,051	16,058	54,109	*
140,000	..	140,009	3,48,920	177,007	22,863	199,690	7,18,566	99,709	18,394	118,103	5,40,163
399,319	19,261	418,580	*	768,032	105,002	873,034	*	297,511	80,889	378,400	*
1,229,358	‖136,050	‖1,365,408	8,16,536	3,839,663	‖1,058,118	‖4,897,781	1,31,70,628	2,554,566	‖949,517	‖3,504,083	1,69,64,864
29,547	5,946	35,493	*	49,317	33,875	83,192	*	72,865	24,210	97,075	*
1,611	2,104	3,715	*	7,238	12,644	19,882	*	7,645	5,051	12,696	*
1,439	115	1,554	*	10,622	2,702	13,324	*	2,073	1,484	3,557	*
1,577	..	1,577	*	5,711	15,210	20,921	*	6,479	18,429	24,908	*
..	..	..	..	671	747	1,418	†	509	271	780	†
34,494	9,246	43,740	*	62,187	44,714	106,901	*	41,774	27,985	69,759	*
744	..	744	*	3,543	..	3,543	*	1,474	..	1,474	*
..	129	129	*	8,522	3,578	12,100	*	3,927	3,742	7,669	*
69,412	‖17,540	‖86,952	..	147,811	‖113,470	‖261,281	..	136,746	‖81,172	‖217,918	..
8,304,747	‖504,741	‖8,809,488	1,20,48,370	15,326,548	‖3,823,971	‖19,150,519	13,52,15,355	9,654,307	‖3,537,292	‖13,191,599	11,44,11,283
3,638,922	*‖396,972*	*‖4,035,894*	*70,13,177*	*10,178,158*	*‖3,323,221*	*‖13,501,379*	*12,18,25,543*	*10,801,346*	*‖3,032,146*	*‖13,833,492*	*11,88,55,169*
4,665,825	107,769	4,773,594	50,35,193	5,148,390	500,750	5,649,140	1,33,89,812	.	505,146	..	..
..	..	..	..	..	..			1,147,039	..	641,893	44,43,886

5' 6" gauge.
3'3½" gauge.
railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	Total (Total of items I, II (15), III (12) and IV.)				V.—Live—	
	Originating on Home line whether local or Foreign. 126	Other traffic. 127	Total. 128	Earnings. 129	Originating on Home line whether local or Foreign. 130	Other traffic. 131
5′ 6″ GAUGE.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.
Bengal Nagpur	10,397,611	1,271,372	11,668,983	5,24,01,552	12,790	566
Bombay, Baroda and Central India	2,547,363	1,379,394	3,926,757	6,42,10,843	19,613	12,686
Eastern Bengal	2,079,801	1,887,383	4,967,184	3,55,50,412	2,552	1,466
East Indian	16,010,224	3,225,775	19,235,999	11,90,39,058	21,693	9,457
Great Indian Peninsula	5,945,110	2,993,321	8,938,431	8,97,47,961	23,583	1,447
Madras and Southern Mahratta	1,879,136	1,365,419	3,244,555	4,77,68,729	7,876	334
Nizam's Guaranteed State	949,119	314,052	1,263,171	1,23,37,089	145	159
North Western	9,818,956	1,942,946	11,761,902	8,97,30,222	33,194	275
South Indian	551,385	630,275	1,181,660	2,57,45,445	1,712	183
Total	50,178,705	‖16,009,937	‖66,188,642	53,65,31,311	123,158	‖26,573
3′ 3⅜″ GAUGE.						
Assam Bengal	906,016	342,579	1,248,595	95,45,784	2,248	1,743
Bengal and North Western	2,105,276	857,574	2,962,850	1,71,24,774	31,312	683
Bombay, Baroda and Central India	1,495,774	1,737,241	3,233,015	*	21,144	1,893
Burma	3,605,485	..	3,605,485	2,61,18,857	22,619	..
Eastern Bengal	1,154,583	1,057,752	2,212,335	*	5,201	23,940
Jodhpur	292,187	278,347	570,534	40,47,705	1,231	55
Madras and Southern Mahratta	1,557,488	644,326	2,201,814	*	4,465	238
Nizam's Guaranteed State	383,925	136,267	520,192	*	1,261	29
Rohilkund and Kumaon	726,858	117,041	843,899	32,02,759	337	162
South Indian	2,244,115	377,476	2,621,591	*	6,030	281
Total	14,471,707	‖5,548,603	‖20,020,310	6,00,39,879	95,848	‖29,024
2′ 6″ and 2′ 0″ GAUGES.						
Bengal Nagpur	565,811	135,843	701,654	*	82	18
Bombay, Baroda and Central India	130,778	54,561	185,339	*	70	15
Eastern Bengal	13,068	10,277	23,345	*	.	..
Great Indian Peninsula	106,816	91,508	198,324	*	..	..
Jodhpur	2,680	3,913	6,593	†	..	..
North Western — 2′ 6″ gauge	216,503	116,068	332,571	*	182	21
North Western — 2′ 0″ gauge	10,472	..	10,472	*	6	..
South Indian	27,859	17,588	45,447	*	15	14
Total	1,073,987	‖429,758	‖1,503,745	..	355	‖68
Total, 1926-27	65,724,399	‖21,988,298	‖87,712,697	59,65,71,190	219,361	‖55,665
Total, 1925-26	*60,040,496*	‖*20,391,414*	‖*80,431,910*	*59,23,52,261*	*245,819*	‖*60,831*
Increase	5,683,903	1,596,884	7,280,787	42,18,929	..	..
Decrease	..	..	..	..	26,458	5,166

* Shown under
† Shown under
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1926-27.

Stock.		VI.—Fuel and other Stores on Revenue Account.				Grand total.			
Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Other traffic.	Total.	Earning.
132	133	134	135	136	137	138	139	140	141
Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
13,356	1,78,714	1,000,521	11,506	1,012,027	21,62,429	11,410,922	1,283,444	12,694,366	5,47,42,695
32,299	19,64,672	280,900	355,125	636,025	24,30,058	2,847,876	1,747,205	4,595,081	6,86,05,573
4,018	4,18,784	793,141	308,831	1,101,972	17,21,224	2,875,494	3,197,680	6,073,174	3,76,90,470
31,150	12,78,833	2,708,891	..	2,708,891	62,95,500	18,740,808	3,235,232	21,976,040	12,66,13,391
25,030	5,44,093	1,842,678	718,764	2,561,442	49,80,235	7,811,371	3,713,532	11,524,903	9,52,72,289
8,210	3,11,324	361,926	280,219	642,145	17,21,442	2,248,938	1,645,972	3,894,910	4,98,01,475
304	33,011	219,395	590	219,985	2,91,863	1,168,659	314,801	1,483,460	1,26,61,963
33,469	6,26,049	4,370,913	1,079,292	5,450,205	61,75,352	14,223,063	3,022,513	17,245,576	9,65,31,623
1,895	1,84,459	194,727	52,603	247,330	7,45,670	747,824	683,061	1,430,885	2,66,75,574
‖149,731	55,39,939	11,773,092	‖2,806,930	‖14,580,022	2,65,23,803	62,074,955	‖18,843,440	‖80,918,395	56,85,95,053
3,991	49,364	92,284	49,053	141,337	1,91,745	1 000,548	393,375	1,393,923	97,86,893
31,995	5,53,766	217,376	194,558	411,934	6,53,049	2,353,964	1,052,815	3,406,779	1,83,31,589
23,037	*	384,917	270,167	655,084	*	1,901,835	2,009,301	3,911,136	*
22,619	7,17,075	1,395,792	..	1,395,792	13,15,069	5,023,896	..	5,023,896	2,81,51,001
29,141	*	418,682	137,743	556,425	*	1,578,466	1,219,435	2,797,901	*
1,286	12,298	102,913	46,527	149,440	1,85,643	396,331	324,929	721,260	42,45,646
4,703	*	376,143	5,720	381,863	*	1,938,096	650,284	2,588,380	*
1,290	*	52,363	23,580	75,943	*	437,549	159,876	597,425	*
499	7,539	170,842	1,226	172,068	92,942	898,037	118 429	1,016,466	33,03,240
6,311	*	928,534	13,743	942,277	*	3,178,679	391,500	3,570,179	*
‖124,872	13,40,042	4,139,846	‖742,317	‖4,882,163	24,38,448	18,707,401	‖6,319,944	‖25,027,345	6,38,18,369
100	*	149,448	1 082	150 530	*	715,341	136,943	852,284	*
85	*	3,145	1,281	4,426	*	133,993	55,857	189,850	*
..	..	1,586	1,456	3,042	*	14,654	11,733	26,387	*
..	..	18,675	..	18,675	*	125,491	91,508	216,999	*
..	..	136	..	136	†	2,816	3,913	6,729	†
203	*	42,192	10,608	52,800	*	258,877	126,697	385,574	*
6	*	777	..	777	*	11,255	..	11,255	*
29	*	3,669	672	4,341	*	31,543	18 274	49,817	*
‖423	..	219,628	‖15,099	‖234,727	..	1,293,970	‖444,925	‖1,738,895	..
‖275,026	68,79,981	16,132,566	‖3,564,346	‖19,696,912	2,89,62,251	82,076,326	‖25,608,309	‖107,684,635	63,24,13,422
‖306,650	73,03,909	16,427,743	‖3,878 572	‖20,306,320	2,91,28,971	76,714,063	‖24,330,817	‖101,044,880	62,87,85,141
..	..	..	..	..	..	5,362,263	1,277,492	6,639,755	36,28,281
31,624	4,23,928	295,182	314,226	609,408	166,720	..	..	..	..

5′ 6″ gauge.
3′ 3¾″ gauge.
railways are considered as two or more separate consignments.

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	General Administration.—(A. I.)					Track (Running lines	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	As.		Rs.	Rs.
5′ 6″ Gauge.							
Bengal Nagpur	18,21,253	827·6	583·5	2·78	4·14	28,38,487	1,289·8
Bombay, Baroda and Central India	10,34,811	819·7	523·3	2·20	2·52	15,70,201	1,186·4
Eastern Bengal	9,80,395	1,287·0	648·0	2·88	3·27	17,00,295	2,232·1
East Indian	34,58,621	873·0	528·7	1·92	2·86	43,93,785	1,109·0
Great Indian Peninsula	32,10,183	928·7	589·2	2 24	3·01	41,28,197	1,194·4
Madras and Southern Mahratta	8,96,697	836·3	659·8	2·40	3·38	10,35,347	965·5
Nizam's Guaranteed State	2,11,157	488·0	414·3	2·47	5·06	3,70.335	855·9
North Western	31,32,024	541·2	369·3	2·19	2·61	81,68,600	1,411·6
South Indian	3,03,080	648·5	547·1	2·06	3·27	4,30,551	921·3
3′ 3½″ Gauge.							
Assam-Bengal	5,89,865	562·2	467·0	3·20	5·59	7,34,531	700·2
Bengal and North-Western	5,77,204	277·6	225·5	1·32	3·97	19,41,414	933·8
Bombay, Baroda and Central India	10,36,419	422·1	355·9	1·69	3·17	15,48,535	630·7
Burma	11,68,996	620·9	456·6	2·40	4·13	35,87,720	1,905·7
Eastern Bengal	5,27,239	583·6	443·1	2·24	3·38	9,83,174	1,088·2
Jodhpur	1,50,674	179·0	154·1	1·42	2·66	3,88.609	461·8
Madras and Southern Mahratta	6,92,201	351·5	313·0	1·44	3·51	13,80,693	701·1
Nizam's Guaranteed State	2,10,898	363·0	312·5	2·47	5·27	3,81,563	656·7
Rohilkund and Kumaon	1,33,055	233·1	195·9	1·65	4·08	2,98,860	523·6
South Indian	8,57,531	637·1	528·5	1·73	3·35	9,21,012	684·3
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur	2,36,439	264·5	238·9	2·49	5·72	5,51,284	616·7
Bombay, Baroda and Central India	27,665	160·8	142·1	2·14	4·56	70,514	410·0
Eastern Bengal	5,059	97·8	90·1	0·80	3·02	20,183	390·3
Jodhpur	683	27·1	26·3	0·60	2·41	4,986	197·5
North Western — 2′6″ Gauge	2,14,669	467·4	391·6	2·19	4·25	4,24,144	923·5
North Western — 2′0″ Gauge	12,656	301·3	280·6	3·23	5·03	21,949	522·6
South Indian	27,048	274·1	256·2	2·63	5·88	60,179	609·8

expenses of Class I Railways for the year 1926-27.

WORKS.												
SIDINGS AND YARDS.)—[A-II. I (a)]			BRIDGES AND TUNNELS AND CONSERVANCY OF RIVERS—[A-II. 1 (b) AND A-II· 3].					OTHER STRUCTURAL WORKS.—[A-II. 1. (c) to (g)].				
Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
9	10	11	12	13	14	15	16	17	18	19	20	21
Rs.	As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
909·5	4·33	6·44	2,10,943	95·9	67·5	0·32	0·48	13,67,611	621·5	438·2	2·09	3·10
757·5	3·19	3·65	2,08,390	157·5	100·5	0·42	0·48	8,09,611	611·7	390·6	1·65	1·88
123·8	4·96	5·67	2,15,522	282·9	142·4	0·64	0·72	17,81,119	2,338·2	1,177·2	5·28	5·94
671·6	2·40	3·63	3,19,832	80·7	48·9	0·11	0·26	35,08,396	885·5	536·3	1·92	2·91
757·7	2·88	3·87	5,64,540	163·3	103·6	0·32	0·53	34,68,799	1,003·6	636·7	2·40	3·25
761·7	2·72	3·99	99,457	92·7	73·2	0·32	0·38	6,72,073	626·7	494·5	1·76	2·53
726·6	4·34	8·87	7,733	17·9	15·2	0·09	0·19	95,784	221·4	187·9	1·12	2·29
963·2	5·72	6·82	8,12,308	140·3	95·8	0·57	0·68	47,36,484	818·5	558·5	3·32	3·95
777·1	2·92	4·64	57,374	122·8	103·6	0·39	0·62	1,46,681	313·9	264·8	1·00	1·58
581·6	4·00	6·96	1,04,065	99·2	82·4	0·64	0·98	3,49,237	332·9	276·5	1·92	3·31
758·3	4·44	13·4	1,55,944	75·0	60·9	0·36	1·07	4,55,593	219·1	178·0	1·04	3·13
531·7	2·53	4·74	82,762	33·7	28·4	0·13	0·25	6,67,428	271·8	229·2	1·09	2·04
1,401·5	7·52	12·7	9,51,477	505·4	371·6	1·92	3·36	22,76,335	1,209·2	889·2	4·80	8·05
826·2	4·16	6·30	1,42,966	158·3	120·1	0·60	0·94	5,73,295	634·6	481·8	2·40	3·67
397·3	3·64	6·86	4,915	5·84	5·02	0·05	0·09	84,872	100·9	86·8	0·79	1·50
624·2	3·04	7·00	98,200	49·9	44·4	0·16	0·50	4,37,757	222·3	198·0	0·96	2·22
565·3	4·48	9·53	12,145	20·9	18·0	0·14	0·30	68,560	118·0	101·6	0·80	1·71
439·9	3·72	9·16	52,523	92·0	77·3	0·65	1·61	1,03,233	180·9	152·0	1·29	3·17
567·7	1·86	4·14	55,649	41·4	34·3	0·11	0·25	4,24,410	315·3	261·6	0·86	1 91
556·9	5·80	13·3	16,635	18·6	16·8	0·17	0·40	84,144	94·1	85·0	0·88	2·04
362·2	5·47	11·6	6,781	39·4	34·8	0·53	1·12	5,523	32·1	28·4	0·43	0·91
359·7	2·88	12·0	234	4·52	4·17	0·02	0·14	8,291	160·3	147·7	1·12	4·94
191·6	4·36	17·6	—3	—0·12	—0·11	..	—0·01	448	17·7	17·2	0·39	1·58
773·7	7·55	8·39	54,557	118·8	99·5	0·97	1·07	1,41,289	307·6	257·7	2·51	2·80
486·7	5·60	8·73	2,679	63·8	59·4	0·68	1·07	4,756	113·1	105·4	1·22	1·89
569·9	5·85	13·1	1,143	11·6	10·8	0·11	0·25	7,963	80·7	75·4	0·78	1·73

TABLE A.—MAINTENANCE OF STRUCTUR A

Railway.	Equipment.— (A. II-2)					Total Ordinary Repairs and Maintenance—A.II				
	Total amount.	Per mile of line maintained.	Per mile of track includ. ing sidings.	Per train mile.	Per. centage of total working ex. penses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
	22	23	24	25	26	27	28	29	30	31
5′ 6″ Gauge.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
Bengal Nagpur	80,576	36·6	25·8	0·12	0·18	47,50,032	2,158·5	1,521·9	7·24	10·8
Bombay, Baroda and Central India	39,039	29·5	18·8	0·08	0·09	27,69,984	2,093·0	1,336·3	5·63	6·43
Eastern Bengal	68,219	89·6	45·1	0·16	0·23	36,41,032	4,779·9	2,406·5	10·7	12·2
East Indian	3,21,902	81·3	49·2	0·16	0·26	90,57,157	2,286·1	1,384·4	4·80	7·48
Great Indian Peninsula	5,11,943	148·1	94·0	0·32	0·48	96,31,028	2,786·4	1,767·8	6·56	9·04
Madras and Southern Mahratta	1,09,995	102·6	80·9	0·32	0·41	20,49,907	1,911·6	1,508·2	5·28	7·72
Nizam's Guaranteed State	12,918	29·9	25·4	0·15	0·31	5,16,301	1,193·3	1,013·0	6·05	12·4
North Western	3,63,669	62·8	42·9	0·25	0·30	1,00,11,049	1,730·0	1,180·5	7·01	8·35
South Indian	6,273	13·4	11·3	0·04	0 07	6,75,591	1,445·6	1,219·4	4·59	7·28
3′ 3⅜″ Gauge.										
Assam-Bengal	32,787	31·3	26·0	0·16	0·31	12,75,570	1,215·9	1,010·0	6·88	12·1
Bengal and North-Western	36,462	17·5	14·2	0·08	0·25	29,12,125*	1,400·7	1,137·5	6·66	20·0
Bombay, Baroda and Central India	46,377	18·9	15·9	0·08	0·14	24,39,564	993·5	837·7	3·98	7·46
Burma	44,717	23·8	17·5	0·16	0·16	45,90,404	2,438·3	1,793·1	9·60	16·2
Eastern Bengal	58,096	64·3	48·8	0·16	0·37	17,41,166	1,927·3	1,463·2	7·20	11·1
Jodhpur	45,471	54·0	46·5	0·43	0·80	5,74,896	683·1	587·8	5·39	10·2
Madras and Southern Mahratta	29,490	15·0	13·3	0·06	0·15	20,67,150	1,049·7	934·6	4·48	10·5
Nizam's Guaranteed State	9,903	17·0	14·7	0·12	0·25	4,82,711	830·8	715·1	5·67	12·1
Rohilkund and Kumaon	7,508	13·2	11·1	0·09	0·23	5,41,539	948·8	797·1	6·74	16·6
South Indian	37,818	28·1	23·3	0·08	0·17	15,82,332	1,175·7	975·2	3·20	7·11
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	16,662	18·6	16·8	0·18	0·40	7,53,526	843·0	761·3	7·93	18·2
Bombay, Baroda and Central India	902	5·25	4·63	0·06	0·15	96,834	563·1	497·3	7·51	16·0
Eastern Bengal	453	8·75	8·07	0·06	0·27	26,873	519·7	478·9	3·68	16·0
Jodhpur	85	3·37	3·27	0·07	0·30	5,516	218·5	212·0	4·82	19·5
North Western — 2′ 6′ Gauge	26,000	56·6	47·5	0·47	0·51	6,28,544	1,368·5	1,146·6	11·2	12·4
North Western — 2′ 0′ Gauge	1,643	39·1	36·4	0·42	0·65	26,717	636·1	592·4	6·82	10·6
South Indian	1,513	15·3	14·3	0·15	0·33	76,040	770·6	720·1	7·40	16·5

*Includes replacement and renewal.

expenses of Class I Railways for the year 1926-27—contd.

WORKS—*contd.*

Total replacement and Renewal (A. IV.)					Total Maintenance of Structural Works—less value of Stores returned to Stock.—(Total. Abstract A.)				
Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
25,78,201	1,171·6	826·1	3·93	5·85	88,85,085	4,037·5	2,846·8	13·6	20·2
50,82,413	3,840·3	2,451·9	10·3	11·8	89,37,208	6,753·0	4,311·5	18·1	20·7
25,09,436	3,294·4	1,658·5	7·36	8·37	71,30,863	9,361·3	4,713·0	21·0	23·8
96,66,000	2,439·8	1,477·5	5·28	7·98	2,21,81,778	5,598·9	3,390·5	12·0	18·3
78,31,564	2,265·8	1,437·5	5 44	7·34	2,06,72,775	5,980·9	3,794·5	14·2	19·4
27,01,369	2,519·1	1,987·6	7·04	10·2	58,47,973	5,267·0	4,155·6	14·7	21·3
—22,462	—51·9	—44·1	—0·26	—0·54	7,04,996	1,629·4	1,383·3	8·26	16·9
1,27,68,338	2,206·5	1,505·6	8·94	10·6	2,59,11,411	4,477·7	3,055·4	18·1	21·6
11,39,273	2,437·8	2,056·3	7·73	12·3	21,17,944	4,531·9	3,822·8	14·4	22·8
5,07,751	484·0	402·0	2·72	4·81	23,61,344	2,250·8	1,869·7	12·8	22·8
..	..	..	..	..	34,89,329	1,678·3	1,363·0	7·98	24 0
28,95,158	1,179·1	994·1	4·73	8·85	63,71,141	2,594·7	2,187·7	10·4	19·5
28,37,714	1,507·3	1,108·5	5·92	10·0	85,97,114	4,563·6	3,358·2	17·9	30·4
14,38,498	1,592·2	1,208·8	6·08	9·21	37,03,903	4,103·1	3,115·1	15·5	23·7
6,77,793	805·4	693·0	6·36	12 0	13,73,924	1,632·6	1,404·7	12·9	24·2
19,02,633	966·1	860·2	4·00	9·64	46,61,984	2,367·3	2,107·8	9·92	23 6
40,699	70·1	60·3	0·48	1·02	7,34,308	1,263·9	1,087·9	8·62	18·3
31,516	55·2	46·4	0·39	0·96	7,06,110	1,237·1	1,039·4	8 78	21·6
16,92,032	1,257·2	1,042·9	3·42	7·60	1,31,895	3,070·0	2,546·6	8·35	18·6
2,77,953	311·0	280·8	2·92	6·72	12,56,691	1,405·9	1,269·6	13·2	30·4
41,543	241·6	213·4	3·22	6·86	1,16,042	965·5	852·8	12·9	27·4
19,893	384·7	354·5	2·72	11·9	51,825	1,002·2	923·5	7·20	30·9
4,728	187·2	181·7	4·14	16·7	10,848	429·6	416·9	9·49	38·3
7,33,090	1,596·1	1,337·2	13·1	14 5	15,76,303	3,432·0	2,875 4	28 1	31·2
42,360	1,008·6	939·3	10·8	16·9	81,733	1,946·0	1,812·3	20·9	32·5
48,635	492·9	460·6	4·73	10·6	1,51,723	1,537·5	1,436·9	14·8	33·0

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY						
	General Administration—(B. I.)					Locomotives —(a)	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	Rs.	As.		Rs.	Rs.
Bengal Nagpur	11,47,915	0·07	0·16	1·75	2·60	10,63,688	0·07
Bombay, Baroda and Central India	7,18,341	0·08	0·18	1·46	1·67	12,66,281	0·13
Eastern Bengal	5,40,028	0·08	0·20	1·60	1·80	5,17,113	0·07
East Indian	25,83,513	0·06	0·13	1·44	2·13	31,44,816	0·08
Great Indian Peninsula	18,43,090	0·07	0·16	1·28	1·73	26,17,425	0·09
Madras and Southern Mahratta	5,74,660	0·08	0·18	1·44	2·16	5,65,782	0.08
Nizam's Guaranteed State	1,23,291	0·07	0·18	1·44	2·95	1,09,341	0·07
North Western	17,07,220	0·06	0·14	1·20	1·43	36,13,294	0·12
South Indian	1,80,806	0·06	0·19	1·23	1·95	2,09,615	0·07
3′ 3⅜″ Gauge.							
Assam Bengal	2,75,896	0·07	0·28	1·44	2·61	2,98,899	0·08
Bengal and North-Western	2,87,065	0·03	0·14	0·66	1·97	..	..
Bombay, Baroda and Central India	9,79,129	0·08	0·34	1·60	2·99	9,82,756	0·08
Burma	6,69,567	0·07	0·28	1·44	2·37	..	..
Eastern Bengal	3,10,932	0·06	0·24	1·28	1·99	2,47,849	0·05
Jodhpur	1,18,338	0·05	0·24	1·11	2·08	1,21,479	0·06
Madras and Southern Mahratta	5,01,458	0·06	0·25	1·12	2·54	5,00,503	0·05
Nizam's Guaranteed State	1,23,428	0·08	0·34	1·45	3·08	1,41,821	0·09
Rohilkund and Kumaon	78,803	0·05	0·21	0·98	2·41	2,22,160	0·14
South Indian	4,99,040	0·06	0·26	1·01	2·24	6,84,158	0·07
2′ 6″ and 2′ 0″ Gauges							
Bengal Nagpur	1,04,959	0·06	0·34	1·10	2·54	91,434	0·05
Bombay, Baroda and Central India	11,016	0·05	0·39	0·85	1·82	16,621	0·07
Eastern Bengal	2,328	0·02	0·33	0·32	1·39	2,203	0·02
Jodhpur	..	..	..	..	..	796	0·04
North Western — 2′6″ Gauge	87,990	0·08	0·75	1·57	1·76	1,61,646	0·14
North Western — 2′0″ Gauge	3,763	0·06	0·89	0·96	1·52	9,766	0·14
South Indian	13,902	0·08	0·73	1·35	3·02	15,401	0·09

Class I Railways for the year 1926-27—contd.

ON LOCOMOTIVE POWER.

Running Repairs—[B. II. 1 (a)]			Locomotives —(*b*) Workshop repairs [B. II. 1 (b)]				
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
49	50	51	52	53	54	55	56
Rs.	As.		Rs.	Rs.	Rs.	As.	
0·15	1·62	2·42	22,70,779	0·14	0·32	3·46	5·15
0·31	2·57	2·94	22,60,809	0·24	0·56	4·60	5·25
0·19	1·60	1·73	12,03,297	0·17	0·44	3·52	4·01
0·16	1·76	2·59	45,83,440	0·11	0·23	2·56	3·78
0·22	1·76	2·46	51,23,548	0·18	0·43	3·54	4·89
0·18	1·44	2·13	19,84,362	0·26	0·62	5·28	7·47
0 16	1·28	2·62	1,28,729	0·08	0·19	1·51	3·08
0·29	2·53	3·01	61,78,095	0·21	0·49	4·33	5·16
0·23	1·42	2·26	5,22,129	0·18	0·57	3·55	5·63
0·31	1·60	2·83	1,68,133	0·04	0·17	0·80	1·59
..	..	..	†9,72,836	0·11	0·47	2·23	6·69
0·35	1·60	3·01	17,24,950	0·15	0·60	2·82	5·27
..	..	..	†10,74,448	0·11	0·45	2·24	3·80
0·19	0·96	1·59	5,98,030	0·12	0·46	2·56	3·83
0·24	1·14	2·14	4,00,432	0·20	0·81	3·76	7·06
0·25	0·96	2·54	10,95,094	0·12	0·55	2·40	5·55
0·39	1·66	3·54	1,47,305	0·10	0·40	1·73	3·68
0·60	2·76	6·81	23,361	0·01	0·06	0·29	0·72
0·36	1·38	3·07	12,92,892	0·14	0·67	2·62	5·81
0·29	0·97	2·21	2,99,803	0·15	0·96	3·15	7·25
0·59	1·29	2·74	41,759	0·17	1·48	3·24	6·89
0·31	0·32	1·31	3,810	0·03	0·54	0·48	2·27
0·80	0·70	2·81	3,314	0·18	3·33	2·90	11·7
1·38	2·88	3·24	2,80,025	0·24	2·40	4·98	5·61
2·31	2·49	3·93	26,574	0·39	6·27	6·78	10·7
0·81	1·50	3·35	42,097	0·24	2·21	4·09	9·15

† Includes running repairs.

30.—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Equipment (B. II. 3.)					Total Ordinary Repairs and		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	57	58	59	60	61	62	63	64
5′ 6″ Gauge.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	5,73,136	0·04	0·08	0·87	1·30	39,17,117	0·25	0·55
Bombay, Baroda and Central India	3,39,037	0·03	0·08	0·69	0·78	38,67,868	0·40	0·95
Eastern Bengal	3,91,252	0·05	0·14	1·12	1·31	21,20,771	0·29	0·77
East Indian	8,55,508	0·02	0·04	0·32	0·71	85,80,120	0·21	0·43
Great Indian Peninsula	7,05,739	0·03	0·06	0·48	0·66	84,51,981	0·30	0·71
Madras and Southern Mahratta	4,25,484	0·05	0·13	0·07	1·60	29,85,361	0·39	0·93
Nizam's Guaranteed State	6,065	..	0·01	0·07	0·14	2,46,919	0·15	0·36
North Western	9,45,453	0·04	0·07	0·66	0·79	1,01,63,498	0·35	0·80
South Indian	60,621	0·02	0·06	0·41	0·65	7,92,365	0·27	0·86
3′ 3⅜″ Gauge.								
Assam-Bengal	83,629	0·02	0·08	0·48	0·80	5,51,034	0·14	0·56
Bengal and North-Western	51,314	0·01	0·02	0·12	0·35	10,26,176*	0·12	0·49
Bombay, Baroda and Central India	4,92,554	0·04	0·17	0·80	1·51	32,06,121	0·27	·12
Burma	88,964	0·01	0·04	0·16	0·31	11,54,857	0·12	0·48
Eastern Bengal	1,44,444	0·03	0·11	0·61	0·92	10,31,847	0·21	0·79
Jodhpur	44,995	0·02	0·09	0·42	0·79	5,70,897	0·28	1·15
Madras and Southern Mahratta	1,57,940	0·02	0·08	0·32	0·80	17,96,486	0·20	0·90
Nizam's Guaranteed State	4,089	..	0·01	0·05	0·10	2,96,025	0·19	0·81
Rohilkund and Kumaon	..	..	..	..	..	2,46,300	0·15	0·66
South Indian	1,45,239	0·02	0·07	0·29	0·65	21,26,057	0·23	1·10
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	2,796	..	0·01	0·03	0·07	3,94,033	0·20	1·26
Bombay, Baroda and Central India	—1	..	..	..	..	58,379	0·24	2·07
Eastern Bengal	1	..	..	..	..	6,045	0·05	0·85
Jodhpur	..	..	..	..	..	4,110	0·22	4·13
North Western — 2′6″ Gauge	47,442	0·04	0·41	0·84	0·95	4,30,591	0·40	3·99
North Western — 2′0″ Gauge	2,881	0·05	0·68	0·74	1·16	34,929	0·56	8·95
South Indian	570	..	0·03	0·06	0·12	58,054	0·34	3·05

* Includes replacement

Class I Railways for the year 1926-27—contd.

POWER—*contd.*

Maintenance—(B.-II.)		Running Staff.—(B. III-1)					Fuel—(B. III. 2).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
65	66	67	68	69	70	71	72	73	74	75	76
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
5·97	8·89	32,72,409	0·21	0·47	4·99	7·43	35,48,651	0·23	0·50	5·41	8·06
7·86	8·98	25,81,541	0·27	0·64	5·25	5·98	65,97,272	0·69	1·63	13·4	15·3
6·24	7·07	10,80,910	0·14	0·38	3·36	3·61	21,44,964	0·29	0·78	6·24	7·16
4·34	7·08	69,28,022	0·18	0·35	3·84	5·73	1,07,49,097	0·27	0·54	5·76	8·88
5·76	7·93	69,73,145	0·24	0·59	4·80	6·55	1,74,13,773	0·62	1·48	12·0	16·3
7·84	11·2	13,93,341	0·19	0·43	3·68	5·25	38,52,326	0·50	1·20	10·1	14·5
2·89	5·91	2,25,898	0·13	0·34	2·65	5·41	4,86,887	0·29	0·71	5·70	11·7
7·12	8·48	53,62,985	0·18	0·42	3·76	4·48	1,91,25,889	0·66	1·51	13·4	16·0
5·38	8·54	5,74,332	0·19	0·62	3·90	6·19	17,70,364	0·60	1·91	12·0	19·1
2·88	5·22	4,04,007	0·11	0·41	2·24	3·83	12,72,133	0·33	1·31	6·72	12·1
2·35	7·05	5,24,744	0·06	0·25	1·20	3·61	17,04,986	0·20	0·82	3·90	11·7
5·23	9·81	22,90,639	3·19	0·79	3·75	7·00	48,03,231	0·41	1·67	7·84	14·6
2·40	4·08	16,84,708	0·17	0·70	3·52	5·95	33,66,611	0·34	1·41	7·04	11·9
4·32	6·61	7,02,812	0·15	0·52	2·88	4·50	15,38,528	0·30	1·18	6·40	9·85
5·36	10·1	2,08,807	0·10	0·42	1·95	3·69	7,95,615	0·39	1·60	7·47	14·0
3·84	9·11	14,74,528	0·16	0·74	3 20	7·48	31,07,614	0·35	1·56	6·56	15·7
3·47	7·39	2,02,064	0·12	0·55	2·37	5·05	4,64,162	0·29	1·27	5·45	11·6
3·06	7·55	1,15,311	0·07	0·32	1·43	3·54	4,66,868	0·29	1·26	5·81	14·3
4·30	9·55	16,94,955	0·18	0·89	3·43	7·62	32,81,798	0·36	1·71	6·64	14·8
4·15	9·53	2,27,980	0·11	0·72	2·40	5·51	4,43,426	0·23	1·42	4·67	10·7
4·53	9·63	32,188	0·13	1·14	2·50	5·31	87,584	0·37	3·10	6·80	14·4
0·80	3·60	13,646	0·10	1·93	1·92	8·13	15,203	0·12	2·14	2·08	9·05
3·60	14·5	1,336	0·08	1·35	1·17	4·71	3,831	0·21	3·85	3·35	13·5
8·29	9·34	2,69,652	0·24	2·31	4·80	5·40	7,10,490	0·61	6·09	12·6	14·2
9·68	15·3	15,144	0·23	3·57	3·86	6·10	36,969	0·54	8·74	9·44	14·9
5·65	12·6	25,242	0·14	1·32	2·46	5·49	64,975	0·38	3·41	6·32	14·1

and renewals

30.—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Water, wages, Oil., Tallow and other Stores—B. III. (3) and (4).					Total Operating Expenses		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	77	78	79	80	81	82	83	84
5′ 6″ Gauge.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal Nagpur	4,47,511	0·02	0·06	0·68	1·01	73,29,405	0·47	1·04
Bombay, Baroda and Central India	7,75,619	0·08	0·19	1·57	1·80	1,00,01,408	1·05	2·47
Eastern Bengal	2,21,107	0·04	0·08	0·64	0·74	35,16,899	0·48	1·28
East Indian	20,85,741	0·05	0·10	1·12	1·72	2,01,84,875	0·51	1·01
Great Indian Peninsula	16,39,585	0·07	0·14	1·12	1·53	2,64,27,000	0·94	2·25
Madras and Southern Mahratta	3,43,055	0·04	0·11	0·80	1·30	56,11,029	0·73	1·75
Nizam's Guaranteed State	79,539	0·05	0·12	0·94	1·90	8,00,277	0·47	1·18
North Western	17,96,065	0·06	0·15	1·26	1·50	2,63,55,951	0·90	2·08
South Indian	1,52,846	0·05	0·17	1·03	1·64	25,49,937	0·86	2·76
3′ 3⅜″ Gauge.								
Assam Bengal	1,07,133	0·03	0·11	0·64	1·01	17,89,475	0·47	1·84
Bengal and North-Western	2,57,821	0·03	0·12	0·59	1·78	30,14,500	0·35	1·44
Bombay, Baroda and Central India	5,48,590	0·05	0·20	0·89	1·68	76,66,329	0·65	2·67
Burma	3,62,410	0·04	0·15	0·80	1·28	58,57,958	0·60	2·45
Eastern Bengal	1,47,571	0·02	0·12	0·64	0·95	24,23,173	0·48	1·85
Jodhpur	1,88,797	0·09	0·38	1·77	3·33	12,88,069	0·63	2·59
Madras and Southern Mahratta	3,56,751	0·04	0·18	0·64	1·80	49,39,051	0·55	2·48
Nizam's Guaranteed State	75,289	0·05	0·20	0·88	1·68	7,60,781	0·48	2·07
Rohilkund and Kumaon	59,834	0·04	0·16	0·74	1·84	7,06,009	0·44	1·91
South Indian	3,36,849	0·04	0·17	0·67	1·51	53,55,577	0·58	2·79
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	78,564	0·04	0·25	0·82	1·90	7,54,830	0·38	2·41
Bombay, Baroda and Central India	12,552	0·05	0·45	0·97	2·07	1,32,377	0·55	4·69
Eastern Bengal	3,685	0·03	0·52	0.48	2·20	32,773	0·25	4·62
Jodhpur	938	0·05	0·94	0·82	3·31	6,110	0·34	6·15
North Western — 2′ 6″ Gyuge	71,42	0·06	0·61	1·27	1·43	10,32,301	0·92	9·07
North Western — 2′ 0″ Gauge	4,799	0·07	1·13	1·22	1·93	57,119	0·84	13·5
South Indian	13,630	0·08	0·72	1·32	2·96	1,04,971	0·61	5·51

Class I Railways for the year 1926-27—contd.

POWER—*concld.*

—(B. III.)		Total Replacement and Renewal—(B. IV).					Total Maintenance and Supply of Locomotive Power—Less value of Stores returned to Stock—(Total abstract B).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
85	86	87	88	89	90	91	92	93	94	95	96
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
11·2	16·6	40,551	..	0·01	0·06	0·09	1,24,31,651	0·79	1·76	19·0	28·2
20·3	23·2	1,27,181	0·01	0·03	0·26	0·29	1,47,14,798	1·54	3·63	29·9	34·1
10·4	11·5	7,54,908	0·10	0·28	2·24	2·52	69,32,606	0·95	2·52	20·3	23·1
11·0	16·7	35,99,000	0·09	0·18	1·92	2·98	3,23,63,977	0·81	1·12	14·2	26·7
18·2	24·8	29,39,602	0·10	0·25	2·08	2·76	3,96,61,673	1·41	3·38	27·4	37·2
14·6	21·1	4,25,150	0·06	0·13	1·12	1·60	95,96,200	1·26	2·99	25·0	35·1
9·38	19·2	14,584	0·01	0·02	0·17	0·36	11,85,071	0·70	1·74	13·9	28·4
18·5	22·0	29,70,069	0·10	0·23	2·08	2·48	4,12,01,499	1·41	3·25	28·9	34·4
17·3	27·5	—3,073	..	..	—0·02	—0·03	35,19,135	1·19	3·81	23.9	37·9
9·60	17·0	8,864	..	0·01	0·04	0·08	26,22,520	0·68	2·69	13·9	24·9
6·89	20·7	*	*	*	*	*	43,27,762	0·50	2·07	9·90	29·8
12·5	23·4	3,21,763	0·03	0·11	0·53	0·98	1,21,73,342	1·03	4·24	19·9	37·2
12·2	20·7	8,555	..	..	..	0·03	76,90,937	0·79	3·21	16·0	27·2
10·1	15·5	4,78,609	0·09	0·37	2·08	3·06	42,44,561	0·84	3·25	17·8	27·2
12·1	22·7	—6,064	..	—0·01	—0·05	—0·10	19,51,208	0·95	3·93	18·3	34·4
10·4	25·0	3,81,113	0·04	0·19	0·80	1·93	76,18,108	0·85	3·82	16·2	38·6
8·93	19·0	6,370	..	0·02	0·08	0·16	11,86,604	0·75	3·24	13·9	29·6
8·79	21·7	—59,219	—0·04	—0·16	—0·74	—1·81	9,72,027	0·60	2·62	12·1	29·8
10·8	24·1	1,05,572	0·01	0·06	0·24	0·54	80,99,914	0·88	4·21	16·4	36·4
7·94	18·3	..	..	..	..	..	12,53,350	0·64	4·01	13·2	30·3
10·3	21·8	..	..	..	..	..	2,01,772	0·84	7·15	15·7	33·3
4·48	19·5	5,213	0·04	0·73	0·80	3·11	46,359	0·36	6·53	6·40	27 6
5·34	21·6	—49	..	—0·05	—0·04	0·17	10,171	0·56	10·2	8·00	35·9
18·8	21·2	1,25,492	0·11	1·08	2·23	2·51	17,38,581	1·51	14·9	30·9	34·8
14·6	23·0	8,029	0·12	1·90	2·05	3·23	1,06,845	1·58	25·2	27·3	43·0
10·2	22·8	16,795	0·10	0·88	1·63	3·65	1,93,722	1·13	10·2	18·8	42·1

* Included in the respective heads.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
	97	98	99	100	101	102
5′ 0″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal Nagpur	3,89,583	1·25	0·59	0·88	3,67,050	4·98
Bombay, Baroda and Central India	2,67,624	1·35	0·54	0·62	3,31,187	4·04
Eastern Bengal	3,09,419	2·23	0·96	1·03	1,58,536	2·48
East Indian	9,34,545	0·97	0·48	0·77	9,22,662	3·29
Great Indian Peninsula	7,82,744	1·50	0·64	0·73	5,66,345	3·00
Madras and Southern Mahratta	2,43,356	1·70	0·64	0·92	1,10,439	2·00
Nizam's Guaranteed State	55,048	1·81	0·64	1·32	13,735	1·47
North Western	8,40,418	1·38	0.59	0·70	10,03,616	3·73
South Indian	59,928	1·40	1·41	0·65	31,461	1·47
3′ 3½″ Gauge.						
Assam Bengal	1,04,952	1·27	0·48	0·99	35,011	0·96
Bengal and North-Western	1,07,464	0·61	0·25	0·73	..	..
Bombay, Baroda and Central India	4,28,081	1·67	0·70	1·31	2,96,674	2·91
Burma	2,58,146	1·30	0·48	0·91	..	..
Eastern Bengal	1,42,755	1·23	0·64	0·91	1,21,373	2·27
Jodhpur	96,078	1 98	0·90	1·69	16,517	0·95
Madras and Southern Mahratta	1,62,288	1·00	0·32	0·82	50,367	0·89
Nizam's Guaranteed State	55,089	2·17	0·65	1·38	15,214	1·31
Rohilkund and Kumaon	38,177	1·14	0·48	1·17	..	..
South Indian	1,66,720	0·94	0·34	0·75	1,86,605	2·15
2′ 6″ and 2′ 0″ Gauges						
Bengal-Nagpur	38,159	1·01	0·40	0·92	22,839	1·19
Bombay, Baroda and Central India	2,799	0·70	0·22	0·46	6,113	2·56
Eastern Bengal	910	0·72	0·16	0·54	8,426	7·77
Jodhpur	..	..	..	..	..	..
North Western — 2′ 6″ Gauge	19,247	1·42	0·24	0·38	18,386	2·66
North Western — 2′ 0″ Gauge	1,093	1·62	0·28	0·43	1,088	5·15
South Indian	4,725	1·67	0·46	1·03	3,811	1·87

Class I Railways for the year 1926-27—contd.

AND WAGON STOCK.

Running repairs—[C. II-1 (*a*).]		Coaching vehicles—(*b*) workshop repairs—[C. II-1 (*b*).]				Goods vehicles—(*a*) running repairs—C. II-2 (*a*).			
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
103	104	105	106	107	108	109	110	111	112
As.		Rs.	Rs.	As.		Rs.	Rs.	As.	Rs.
0·56	0·83	12,25,940	10·64	1·87	2·78	8,25,773	3·48	1·26	1·87
0·67	0·77	15,66,565	19·10	3·18	3·64	10,93,149	9·45	2·22	2·53
0·64	0·53	8,39,866	23·48	3·52	2·79	1,65,124	2·21	1·60	0·55
0·48	0·76	36,24,254	12·93	2·08	3·00	20,64,011	3·02	1·12	1·71
0·48	0·53	44,75,647	23·69	3·20	4·20	20,19,227	6·04	1·44	1·89
0·32	0·42	13,71,354	24·9	3·52	5·17	2,08,027	2·36	0·48	0·78
0·16	0·33	93,690	10·03	1·10	2·25	43,772	2·07	0·51	1·05
0·70	0·84	29,91,233	11·1	2·10	2·50	12,27,738	3·61	0·86	1·02
0·21	0·30	3,58,063	16·7	2·43	3·72	—46,568	—2·17	—0·32	—0·50
0·16	0·33	2,22,887	6·11	1·28	2·11	53,742	1·17	0·32	0·51
..	..	*4,57,015	*2·59	*1·04	3·14	..	..	..	..
0·48	0·91	12,09,888	11·89	1·97	3·70	665,583	4·32	1·09	2·04
..	..	*11,69,405	*15 3	*2·40	4·13	..	..	..	..
0·80	0·78	4,82,151	9 02	3·36	3·08	76,604	1·22	0·80	0·49
0·15	0·29	25,035	1·43	0·23	0·44	38,355	1·23	0·36	0·68
0·16	0·25	5,50,736	9·77	1·12	2·79	93,776	0·89	0·16	0·48
0·18	0·38	1,15,484	9·96	1·36	2·88	34,276	2·48	0·40	0·86
..	..	1,26,406	9·54	1·57	3·87	..	..	..	..
0·38	0·83	9,23,873	10·62	1·87	4·15	1,35,935	1·50	0·27	0·61
0·24	0·55	1,81,484	9·44	1·91	4·39	25,950	1·40	0·27	0·63
0·47	1·01	3,192	1·33	0·25	0·53	9,895	6·16	0·77	1·63
1·44	5·02	4,831	4·45	0·80	2·88	3,192	17·9	2·24	1·91
..	..	300	2·08	0·26	1·06	—15	—0·36	—0·01	—0·05
0·33	0·37	61,808	8·94	1·10	1·22	8,996	1·35	0·16	0·18
0·28	0·43	1,951	9·23	0·50	0·78	1,335	2·89	0·34	0·53
0·37	0·83	2,310	1·14	0·22	0·50	859	1·07	0·08	0·19

* Includes Running repairs.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods vehicles—(*b*) workshop repairs—C. II.-2 (*b*).				Equipment—(C. II-4).		
	Amount.	For 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
	113	114	115	116	117	118	119
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal Nagpur	26,42,555	11·14	4·03	6·00	2,01,832	0·65	0·31
Bombay, Baroda and Central India	8,40,045	7·27	1·71	1·95	1,56,487	0·78	0·32
Eastern Bengal	8,80,339	11·8	8·32	2·94	1,33,299	0·96	0·32
East Indian	45,43,594	6·65	2·40	3·75	4,44,234	0·45	0·16
Great Indian Peninsula	20,20,726	6·05	1·44	1·90	3,81,429	0·73	0·16
Madras and Southern Mahratta	8,76,074	9·95	2·24	3·30	94,205	0·66	0·16
Nizam's Guaranteed State	2,17,644	10·31	2·55	5·21	2,143	0·07	0·03
North Western	27,41,890	8·06	1·92	2·29	5,30,529	0·87	0·38
South Indian	3,34,149	15·56	2·25	3·60	20,512	0·48	0·14
3′ 3¾″ Gauge.							
Assam Bengal	1,81,295	3·97	0·96	1·72	4,222	0·05	..
Bengal and North-Western	*5,33,611	*3·04	*1·23	*3·67	25,774	0·14	0·06
Bombay, Baroda and Central India	1,51,870	0·99	0·25	0·46	1,22,429	0·48	0·20
Burma	*19,00,975	*15·6	*4·00	*6·71	1,31,368	0·66	03·2
Eastern Bengal	4,38,274	6·97	4·48	2·81	31,383	0·27	0·16
Jodhpur	1,15,274	3·71	1·08	2·03	43,049	0·89	0·40
Madras and Southern Mahratta	3,94,775	3·73	0·80	2·00	41,590	0·25	0·16
Nizam's Guaranteed State	68,745	4·98	0·81	1·72	1,358	0·05	0·01
Rohilkund and Kumaon	1,09,829	5·46	1·37	3·37	12,040	0·36	0·15
South Indian	3,73,597	4·12	0·76	1·68	48,709	0·28	0·10
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	1,37,870	7·46	1·45	3·33	1,256	0·03	0·01
Bombay, Baroda and Central India	9,759	6·07	0·76	1·61	..	..	..
Eastern Bengal	381	2·14	0·32	0·29	..	..	..
Jodhpur	375	8·88	0·33	1·32	..	..	..
North Western (2′ 6″ Gauge)	54,904	8·24	0·98	1·09	12,048	0·89	0·21
North Western (2′ 0″ Gauge)	2,019	4·38	0·51	0·80	617	0·92	0·16
South Indian	1,101	1·38	0·11	0·24	166	0·06	0·02

* Includes running repairs.

Class I Railways for the year 1926-27—contd.

AND WAGON STOCK—*contd.*

	Total Ordinary Repairs and Maintenance—(C-II.)				Operating Expenses—C-III.			
Percentage of total working expenses.	Total Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Pecentage of total. working expenses
120	121	122	123	124	125	126	127	128
	Rs.	Rs.	As.		Rs.	Rs.	As.	
0·46	53,86,748	17·32	8·22	12·23	7,60,622	2·45	1·16	1·73
0·36	37,93,036	19·2	7·71	8·80	5,09,154	2·58	1·02	1·18
0·45	27,24,553	19·6	8·00	9·09	2,88,751	2·08	0·80	0·96
0·36	1,39,31,598	14·47	7·52	11·50	21,88,803	2·27	1·12	1·81
0·36	94,46,236	18·06	6·72	8·86	19,35,681	3·79	1·44	1·86
0·35	28,31,138	19·7	7·36	10·7	2,75,302	1·92	0·64	1·04
0·05	3,25,184	10·68	3·81	7·79	63,975	2·10	0·75	1·53
0·44	86,05,343	14·1	6·03	7·18	30,74,259	5·05	2·15	2·57
0·22	7,16,619	16·71	4·86	7·72	1,12,391	2·62	0·76	1·21
0·04	5,01,927	6·11	2·72	4·75	76,607	0·93	0·48	0·73
0·18	10,16,400	5·77	2·33	6·99	1,33,237	0·76	0·30	0·92
0·38	24,59,909	9·60	4·02	7·53	3,90,010	1·52	0·64	1·19
0·46	21,06,624	10·6	4·48	7·44	1,87,594	0·95	0·32	0·66
0·20	12,54,332	10·8	5·28	8·03	2,40,153	2·07	0·96	1·54
0·76	4,41,542	19·5	4·13	7·79	1,54,496	3·18	1·44	2·73
0·21	11,36,817	7·00	2·40	5·76	1,53,156	0·94	0·32	0 78
0·03	2,35,077	9·26	2·76	5·87	57,570	2·27	0·67	1·44
0·37	2,48,275	7·44	3·09	7·61	39,581	1·19	0·49	1·21
0·22	16,74,981	9·43	3·39	7·53	2,86,420	1·61	0·58	1·28
0·03	3,68,008	9·76	3·87	8·90	68,924	1·83	0·73	1·67
..	28,959	7·22	2·25	4·78	9,590	2·39	0·74	1·58
..	16,954	13·4	2·40	10·1	5,474	4·33	0·80	3·26
..	660	10·6	0·58	2·33	276	1·48	0·24	0·97
0·24	1,55,373	11·4	2·76	3·08	1,21,139	8·92	2·16	2·40
0·25	6,936	10·3	1·77	2·76	3,649	5·42	0·93	1·45
0·03	8,247	2·90	0·80	1·79	8,472	2·99	0·82	1·84

TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—*contd.*

Railway.	Total Replacement and Renewal—(O-IV.)				Total Maintenance of Carriage and Wagon Stock less value of stores returned to stock—(Total Abstract C.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	129	130	131	132	133	134	135	136
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	—4,046	—0·01	—0·01	—0·01	65,29,379	21·0	9·96	14·8
Bombay, Baroda and Central India	9,09,226	4·60	1·85	2·11	54,79,040	27·7	11·1	12·7
Eastern Bengal	14,38,274	10·4	4·16	4·80	47,60,997	34·3	13·92	15·9
East Indian	66,26,000	6·88	3·68	5·47	2,36,80,946	24·6	12·8	19·6
Great Indian Peninsula	40,08,357	7·66	2·88	3·76	1,62,23,018	31·01	11·68	15·21
Madras and Southern Mahratta	2,77,568	1·94	0·80	1·05	36,27,364	25·3	9·44	13·7
Nizam's Guaranteed State	6,677	0·22	0·08	0·16	4,50,884	14·81	5·28	10·80
North Western	47,91,778	7·87	3·36	4·00	1,73,11,798	28·4	12·1	14 4
South Indian	4,01,099	9·35	2·72	4·32	12,90,037	60·26	8·75	13 9
3′ 3⅜″ Gauge.								
Assam-Bengal	1,68,229	4·61	0·96	1·59	8,50,183	10·34	4·64	8·05
Bengal and North-Western	*	*	*	*	12,06,296	6·85	2·76	8·29
Bombay, Baroda and Central India	6,08,911	2·37	0·99	1·86	38,86,911	15·2	6·35	11·9
Burma	10,95,114	5·52	2·24	3·87	36,47,478	18·4	7·52	12·9
Eastern Bengal	8,59,145	7·39	3·52	5·50	24,96,385	21·5	10·40	16·0
Jodhpur	—2,837	0·20	—0·01	—0·05	6,74,068	13·9	6·32	11·9
Madras and Southern Mahratta	2,56,438	1·58	0·48	1·30	17,08,699	10·5	3·52	8·66
Nizam's Guaranteed State	11,767	0·46	0·14	0·29	3,59,503	14·16	4·22	8·98
Rohilkund and Kumaon	1,46,735	4·40	1·82	4·50	4,72,768	14·2	5·88	14·5
South Indian	6,80,306	3·83	1·37	3·06	28,08,427	15·81	5·68	12·62
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	..	..	..	..	4,75,087	12·6	5·00	11·5
Bombay, Baroda and Central India	15,699	3·92	1·22	2·59	57,047	14·2	4·43	9·41
Eastern Bengal	12,455	9·86	1·76	7·42	35,793	28·3	4·96	21·3
Jodhpur	—290	—6·26	—0·25	—1·02	646	3·47	0·57	2·28
North Western — 2′ 6″ Gauge	1,28,380	9·45	2·29	2·54	4,24,139	31·2	7·55	8·40
North Western — 2′ 0″ „	8,472	12·6	2·16	3·37	20,150	29·9	5·14	8·01
South Indian	—55	—0·03	—0·00	—0·01	21,389	7·54	2·08	4·65

* Included in the respective heads.

Class I Railways for the year 1925-26—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*contd.*

General Administration—(E. I.)			Station Staff—E. III. 1 (b)			Train Staff including their mileage and overtime.—E. III. 1 (c & d).		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
137	138	139	140	141	142	143	144	145
Rs.	As.		Rs.	As.		Rs.	As.	
12,59,433	1·92	2·86	31,08,518	4·74	7·06	10,59,321	1·62	2·40
8,08,940	1·64	1·88	43,17,674	8·77	10·0	8,93,004	1·81	2·07
7,49,064	2·20	2·50	28,63,245	8·39	9·55	5,97,327	1·75	1·99
28,37,828	1·60	2·34	92,94,045	4·96	7·67	31,43,984	1·60	2·59
18,49,034	1·27	1·73	59,16,127	4·08	5·55	24,74,989	1·71	2·32
3,72,239	0·97	1·40	15,24,012	3·97	5·74	4,28,206	1·12	1·61
1,25,289	1·47	3·00	3,14,089	3·68	7·52	1,02,027	1·20	2·45
18,01,230	1·26	1·51	1,01,65,549	7·12	8·48	22,82,927	1·60	1·91
1,40,629	0·95	1·52	4,64,315	3·15	5·05	1,61,728	1·10	1·74
3,16,600	1·69	3·00	7,71,545	4·12	7·31	1,60,251	0·85	1·52
4,36,040	1·00	3·00	12,65,649	2·90	8·70	3,29,374	0·75	2·27
5,52,326	0·90	1·69	25,53,086	4·17	7·81	6,82,880	1·11	2·09
6,36,143	1·33	2·25	19,26,305	4·01	6·84	5,24,161	1·09	1·85
4,02,291	1·68	2·58	12,22,124	5·11	7·83	3,73,340	1·57	2·38
1,23,367	1·16	2·18	2,76,116	2·59	4·87	82,850	0·78	1·43
3,68,957	0·78	1·87	12,43,068	2·65	6·30	4,00,585	0·85	2·03
1,16,646	1·37	2·91	2,94,668	3·46	7·36	1,01,483	1·19	2·56
89,906	1·12	2·75	2,54,283	3·16	7·80	38,510	0·48	1·18
3,87,166	0·78	1·74	13,84,505	2·80	6·22	4,26,552	0·86	1·92
1,02,518	1·07	2·48	3,26,357	3·43	7·89	1,15,665	1·22	2·80
7,320	0·57	1·21	39,816	3·07	6·57	6,219	0·49	1·02
3,676	0·50	2·19	14,186	1·97	8·45	2,480	0·34	1·48
..	..	..	3,217	2·82	11·4	467	0·41	1·65
85,738	1·53	1·70	3,76,366	6·70	7·45	1,00,960	1·80	2·00
3,276	0·83	1·30	8,886	2·27	3·53	5,780	1·48	2·30
12,456	1·21	2·71	22,559	2·19	4·90	7,651	0·74	1·66

30.—Analysis of operating expenses of

TABLE E.—EXPENSES OF

Railway.	Other Staff.—E. III. 1 (*a* & *c*).			Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit.—(E. III. 2 & 3).		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	146	147	148	149	150	151
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,62,699	0·40	0·60	6,23,361	0·95	1·41
Bombay, Baroda and Central India	2,45,832	0·50	0·57	9,72,786	1·98	2·26
Eastern Bengal	2,89,180	0·86	0·96	4,91,108	1·44	1·64
East Indian	10,93,737	0·64	0·90	21,54,407	1·12	1·78
Great Indian Peninsula	6,41,924	0·44	0·60	16,81,000	1·16	1·57
Madras and Southern Mahratta	98,965	0·26	0·37	4,37,594	1·14	1·65
Nizam's Guaranteed State	27,279	0·32	0·66	64,195	0·75	1·54
North Western	4,76,222	0·33	0·40	12,42,364	0·87	1·03
South Indian	63,245	0·43	0·68	1,25,490	0·84	1·34
3′ 3½″ Gauge.						
Assam-Bengal	86,840	0·46	0·82	2,05,741	1·10	1·95
Bengal and North-Western	..	..	..	3,69,906	0·85	2·54
Bombay, Baroda and Central India	2,26,548	0·37	0·69	6,03,114	0·98	1·85
Burma	1,79,295	0·38	0·63	3,87,391	0·81	1·37
Eastern Bengal	71,062	0·30	0·46	2,31,326	0·97	1·48
Jodhpur	33,532	0·31	0·59	1,03,118	0·97	1·83
Madras and Southern Mahratta	91,349	0·19	0·46	3,11,854	0·66	1·59
Nizam's Guaranteed State	36,700	0·43	0·92	66,492	0·78	1·66
Rohilkund and Kumaon	17,619	0·22	0·54	83,011	1·03	2·55
South Indian	1,40,023	0·29	0·63	5,62,577	1·14	2·52
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	12,396	0·13	0·30	63,747	0·67	1·55
Bombay, Baroda and Central India	..	..	..	2,765	0·22	0·45
Eastern Bengal	490	0·06	0·29	256	0·04	0·15
Jodhpur	..	..	..	..	..	..
North Western — 2′ 6″ Gauge	22,502	0·40	0 45	63,542	1·13	1·26
North Western — 2′ 0″ „	1,066	0·27	0·43	2,746	0·70	1·0
South Indian	2,043	0·20	0·44	1,674	0·17	0·37

Class I Railways for the year 1926-27—contd.

TRAFFIC DEPARTMENT—*contd.*

CLOTHING.—(E. III. 4.)			STATIONERY, FORMS AND TICKETS-E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED.—(E.-III-10.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
152	153	154	155	156	157	158	159	160
Rs.	As.		Rs.	As.		Rs.	As.	
1,00,191	0·15	0·23	1,69,452	0·26	0·38	49,148	0·07	0·11
1,30,511	0·27	0·31	3,05,436	0·62	0·71	1,40,604	0·29	0·33
1,08,151	0·32	0·36	2,19,470	0·64	0·73	1,20,323	0·35	0·40
4,55,934	0·32	0·38	7,81,965	0·48	0·65	4,84,005	0·32	0·40
1,33,743	0·09	0·14	4,72,225	0·33	0·44	1,92,400	0·13	0·40
35,780	0·09	0·13	1,26,379	0·33	0·48	48,448	0·13	0·18
15,186	0·18	0·36	41,040	0·48	0·98	5,132	0·06	0·12
4,95,599	0·35	0 41	5,38,440	0·38	0·45	1,48,703	0·10	0·12
11,622	0·08	0·12	88,439	0·60	0·95	29,017	0·20	0·31
15,283	0·08	0·15	58,823	0·31	0·56	20,979	0·11	0·20
72,748	0·16	0·50	1,34,431	0·31	0·93	85,369	0·18	0·59
104,745	0·17	0·32	2,42,997	0·40	0·74	1,19,024	0·19	0·36
68,583	0·14	0·24	2,42,016	0·50	0·86	41,295	0·09	0·15
40,370	0·17	0·26	50,421	0·21	0·32	63,414	0·26	0·41
24,362	0·23	0·43	55,868	0·52	0·99	5,304	0·05	0·09
39,847	0·09	0·20	1,72,965	0·37	0·88	36,411	0·08	0·18
12,041	0·14	0·30	39,778	0·47	0·99	6,079	0·07	0·15
14,598	0·18	0·45	30,773	0·38	0·94	4,318	0·05	0·13
32,524	0·07	0·15	2,06,554	0·42	0·93	16,151	0·03	0·07
5,465	0·06	0·13	3,654	0·04	0·09	5,840	0·06	0·14
1,199	0·09	0·18	11,545	0·90	1·92	589	0·05	0·10
4	0·00	0·00	344	0·05	0·21	84	0·01	0·05
..	..	..	379	0·33	1·34	4	0·00	0·01
20,760	0·37	0·41	22,772	0·40	0·45	5,986	0·11	0·12
1,160	0·30	0·46	1,316	0·34	0·52	408	0·10	0·16
425	0·04	0·09	2,324	0·23	0·51	..	..	..

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*					
	TOTAL OPERATING EXPENSES—(E-III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT E.)		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	161	162	163	164	165	166
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	66,40,326	10·12	15·1	79,75,374	12·2	18·1
Bombay, Baroda and Central India	77,45,792	15·7	18·0	86,44,363	17·5	20·1
Eastern Bengal	54,54,622	16·0	18·2	63,39,637	18·6	21·2
East Indian	2,00,95,998	10·9	16·6	2,32,76,567	12·6	19·2
Great Indian Peninsula	1,35,31,111	9·33	12·69	1,56,96,205	10·82	14·72
Madras and Southern Mahratta	31,35,794	8·17	11·8	35,58,553	9·27	13·4
Nizam's Guaranteed State	7,19,813	8·43	17·24	8,51,540	9·97	20·39
North Western	1,69,34,842	11·8	16·1	1,90,22,997	13·3	15·9
South Indian	10,60,113	7·20	11·42	12,17,249	8·26	13·12
3′ 3½″ GAUGE.						
Assam-Bengal	18,89,096	10·1	17·9	22,34,916	11·9	21·2
Bengal and North-Western	23,77,704	5·39	16·4	28,13,744	6·39	19·35
Bombay, Baroda and Central India	49,54,949	8·09	15·2	55,76,142	9·10	17·1
Burma	34,32,586	7·15	12·2	41,18,113	8·58	14·6
Eastern Bengal	22,74,571	9·51	14·6	27,41,485	11·5	17·6
Jodhpur	6,92,170	6·49	12·2	8,59,482	8·06	15·2
Madras and Southern Mahratta	24,2 ,321	5·17	12·3	28,31,527	6·03	14·4
Nizam's Guaranteed State	6,71 573	7·88	16·77	7,94,843	9·33	19·85
Rohilkund and Kumaon	4,75,723	5·91	14 59	5,78,890	7·20	17·8
South Indian	28,34,655	5·73	12·74	32,50,196	6·57	14·61
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	5,75,948	6·06	13·93	6,80,857	7·16	16·5
Bombay, Baroda and Central India	98,128	7·61	16·2	1,10,886	8·60	18·3
Eastern Bengal	18,457	2·56	11·0	22,504	3·12	13·4
Jodhpur	5,847	5·12	20·64	5,851	5·12	20·7
North Western — 2′ 6″ Gauge	6,71,912	11·9	13·3	7,71,436	13·7	15·3
North Western — 2′ 0″ „	21,496	5·49	8·55	25,275	6·45	10·1
South Indian	36,771	3·58	7·99	49,731	4·84	10·81

expenses of Class I Railways for the year 1926-27—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENTS—contd.

General Administration, Home expenditure.—(F. I. 1 to 4.)			Agent's office.—[F. I. 5 (a)].			Accounts and Audit Department.—[F. I. 5 (b)].			Stores Department—[F. I. 5 (c)].		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
167	168	169	170	171	172	173	174	175	176	177	178
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
2,76,773	0·42	0·63	2,70,823	0·41	0·61	7,81,811	1·19	1·77	4,26,178	0·65	0·97
1,87,553	0·38	0·44	2,55,045	0·52	0·59	7,39,544	1·50	1·72	3,59,357	0·73	0·83
2,41,631	0·70	0·81	1,95,924	0·57	0·65	5,62,614	1·65	1·88	3,81,200	1·12	1·27
8,01,766	0·48	0·66	8,41,379	0·48	0·70	19,58,250	1·12	1·61	7,99,514	0·48	0·65
—1,803	—0·00	—0·00	5,08,546	0·35	0·48	15,18,777	1·05	1·42	7,31,896	0·50	0·69
1,86,718	0·49	0·70	1,81,825	0·48	0·69	4,03,846	1·05	1·52	1,81,641	0·47	0·68
77,765	0·90	1·86	70,736	0·83	1·69	1,63,702	1·92	3·92	62,997	0·74	1·51
8,63,539	0·60	0·72	7,59,067	0·53	0·63	18,15,181	1·27	1·51	10,60,413	0·75	0·88
78,755	0·53	0·85	57,237	0·39	0·62	1,33,487	0·91	1·44	80,902	0·55	0·87
2,00,904	1·07	1·90	1,52,002	0·81	1·44	2,50,385	1·34	2·37	82,988	0·44	0·79
2,19,877	0·50	1·51	96,196	0·22	0·66	3,66,000	0·84	2·52	70,031	0·16	0·48
2,71,508	0·44	0·83	2,15,899	0·35	0·66	5,41,382	0·89	1·66	2,93,769	0·48	0·90
2,95,768	0·62	1·05	2,52,897	0·53	0·90	3,91,315	0·82	1·38	1,64,451	0·34	0·58
1,38,583	0·58	0·89	1,12,367	0·47	0·72	3,22,677	1·35	2·07	1,47,033	0·61	0·94
67,153	0·63	1·18	81,537	0·76	1·44	1,43,679	1·35	2·54	84,535	0·79	1·49
2,15,468	0·45	1·09	1,42,556	0·30	0·72	3,04,165	0·65	1·54	1,09,415	0·23	0·55
79,278	0·93	1·98	72,555	0·85	1·81	1,65,877	1·95	4·14	64,031	0·75	1·60
62,413	0·77	1·91	35,425	0·44	1·08	1,21,338	1·51	3·72	15,733	0·20	0·48
1,97,017	0·39	0·88	1,49,592	0·30	0·67	3,64,793	0·74	1·64	2,20,571	0·44	0·99
1,02,041	1·07	2·47	15,543	0·16	0·37	42,094	0·44	1·02	23,984	0·25	0 58
2,375	0·18	0·39	7,312	0·57	1·21	20,056	1·56	3·31	1,828	0·14	0·30
767	0·10	0·46	621	0 09	0·37	1,785	0·25	1·06	358	0·05	0·21
..	..	..	..	..	..	230	0·29	1·17	..	..	..
7,645	0·14	0·15	6,760	0·12	0·14	16,304	0·29	0·32	9,476	0·17	0·19
329	0·08	0·13	274	0·07	0·11	596	0·17	0·24	369	0·09	0·14
8,797	0·86	1·92	1,206	0.12	0·26	4,085	0·40	0·89	2,527	0·24	0·55

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e)].			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g)].		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	179	180	181	182	183	184	185	186	187
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,48,258	0·53	0·79	6,54,462	1·00	1·49	4,52,471	0·69	1·03
Bombay, Baroda and Central India	1,98,564	0·40	0·46	5,10,754	1·04	1·18	4,86,479	0·99	1·13
Eastern Bengal	1,77,565	0·52	0·59	1,38,495	0·41	0·46	2,13,753	0·63	0·71
East Indian	6,76,084	0·32	0·56	10,11,088	0·48	0·84	9,35,959	0·48	0·76
Great Indian Peninsula	6,00,966	0·41	0·56	9,56,921	0·66	0·90	3,01,137	0·29	0·40
Madras and Southern Mahratta	1,27,180	0·33	0·48	3,16,018	0·82	1·19	2,70,642	0·71	1·02
Nizam's Guaranteed State	44,231	0·52	1·06	89,813	1·05	2·15	81,644	0·96	1·96
North Western	6,45,649	0·46	0·54	11,96,807	0·84	1·00	7,71,608	0·54	0·65
South Indian	44,489	0·30	0·48	71,825	0·49	0·77	75,781	0·51	0·82
3′ 3⅜″ Gauge.									
Assam-Bengal	1,50,822	0·80	1·43	92,841	0·50	0·88	95,750	0·51	0·90
Bengal and North-Western	79,921	0·18	0·55	1,59,090	0·36	1·10	1,03,308	0·24	0·70
Bombay, Baroda and Central India	2,57,043	0·42	0·79	4,85,243	0·79	1·48	3,93,537	0·64	1·20
Burma	2,71,063	0·56	0·96	3,24,656	0·68	1·15	2,05,502	0·43	0·73
Eastern Bengal	1,31,031	0·55	0·84	1,76,842	0·74	1·13	71,407	0·30	0·45
Jodhpur	15,762	0·15	0·28	39,124	0·37	0·69	16,992	0·16	0·30
Madras and Southern Mahratta	1,05,990	0·23	0·54	3,05,847	0·65	1·55	1,91,249	0·41	0·97
Nizam's Guaranteed State	49,639	0·58	1·24	77,352	0·91	1·93	1,06,807	1·25	2·67
Rohilkund and Kumaon	18,850	0·23	0·57	..	..	..	29,836	0·37	0·91
South Indian	1,29,314	0·26	0·58	2,06,394	0·42	0·93	1,86,467	0·38	0·84
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	40,672	0·43	0·98	51,263	0·54	1·24	16,817	0·18	0·41
Bombay, Baroda and Central India	660	0·05	0·11	931	0·07	0·15	9,069	0·71	1·50
Eastern Bengal	113	0·02	0·07	8	0·00	0·00	61	0·00	0·04
Jodhpur	133	0·11	0·47	..	..	..	..	..	..
North Western — 2′ 6″ Gauge	20,907	0·37	0·42	47,417	0·85	0·93	63,487	1·13	1·25
North Western — 2′ 0″ „	602	0·16	0·24	3	0·00	0·01	4,011	1·02	1·60
South Indian	2,627	0·25	0·57	3,870	0·38	0·84	2,847	0·28	62

expenses of Class I Railways for the year 1926-27—contd.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F.I.			Total Ordinary Repairs and Maintenance—(F. II.)			Total Expenses of General Department—Less value of stores returned to stock—(Total abstract F.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Per centage of total working expenses.
188	189	190	191	192	193	194	195	196
Rs.	As.		Rs.	As.		Rs.	As.	
33,22,720	5·07	7·54	5,33,229	0·81	1·21	38,54,569	5·88	8·75
28,50,278	5·79	6·61	2,32,035	0·52	0·59	31,03,313	6·31	7·20
19,93,841	5·84	6·85	1,97,325	0·58	0·66	21,91,166	6·42	7·31
73,39,521	4·00	6·06	14,42,648	0·80	1·19	87,82,172	4·80	7·25
49,33,796	3·40	4·63	10,08,396	0·70	0·95	60,94,746	4·20	5·72
17,79,027	4·64	6·70	4,65,456	1·21	1·75	22,44,483	5·85	8·45
5,96,567	6·99	14·29	31,161	0·36	0·74	6,27,728	7·35	15·03
79,34,756	5·56	6·62	7,04,211	0·49	0·59	86,38,967	6·05	7·21
5,69,812	3·87	6·11	58,232	0·39	0·63	6,28,044	4·26	6·77
10,57,015	5·64	10·0	70,123	0·37	0·66	11,27,039	6·01	10·7
10,31,9 1	2·36	7·10	2,29,819	0·52	1·59	13,22,907	3·03	9·10
25,47,967	4·16	7·79	2,78,936	0·45	0·85	28,26,903	4·61	8·64
20,34 404	4·24	7·19	1,97,312	0·41	0·70	22,31,716	4·65	7·89
11,55,674	4·83	7·40	1,52,111	0·64	0·98	13,07,785	5·47	8·38
4,60,322	4·32	8·12	68,135	0·64	1·20	5,27,740	4·95	9·31
14,50,079	3·09	7·35	2,12,036	0·45	1·08	16,62,115	3·54	8·43
6,21 764	7·30	15·53	39,583	0·47	0·98	6,61,347	7·77	16·51
3,35,918	4·17	10·28	60,749	0·76	1·85	3,96,667	4·93	12 1
15,36,255	3·10	6·90	1,56,630	0·32	0·70	16,92,885	3·42	7·60
3,28,953	3·46	7·95	50 297	0·53	1·22	3,79,250	3·99	9·17
53,231	4·13	8·78	5,294	0·41	0·87	58,525	4·54	9·65
3,992	0·55	2·38	1,336	0·19	0·80	5,328	0·74	3·18
487	0·42	1·72	..	..	..	487	0·42	1·72
1,79,631	3·20	3·56	51,712	0·92	1·02	2,31,343	4·12	4·58
6,446	1·65	2·56	5,453	1·39	2·17	11,899	3·04	4·73
29,329	2·85	6·38	4,882	0·48	1·06	34,211	3·33	7·44

30.—Analysis of operating expenses of Class I Railways for the year 1926-27—concld.

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	Total General Administration—(G. I.)			Total Miscellaneous Expenses—less value of stores returned to stock.—(Total Abstract G.)		
	Total amount.	Cost per train mile.	Percentage of total working expenses.	Total amount.	Cost per train mile.	Percentage of total working expenses.
	197	198	199	200	201	202
	Rs.	As.		Rs.	As.	
5′ 6″ Gauge.						
Bengal-Nagpur	30,90,916	4·80	7·02	36,34,655	5·60	8·25
Bombay, Baroda and Central India	21,78,575	4·48	5·05	22,07,886	4·48	5·12
Eastern Bengal	20,33,060	5·92	6·78	20,32,348	5·92	6·68
East Indian	66,97,007	3·68	5·53	80,84,337	4·48	6·68
Great Indian Peninsula	53,42,661	3·68	5·01	61,50,280	4·16	5·77
Madras and Southern Mahratta	14,60,606	3·84	5·50	18,21,049	4·80	6·86
Nizam's Guaranteed State	3,6[illegible],333	4·24	8·67	3,52,801	4·13	8·45
North Western	56,37,214	3·95	4·70	77,41,538	5·42	6·46
South Indian	3,66,352	2·49	3·95	5,04,630	3·43	5·44
3′ 3⅜″ Gauge.						
Assam-Bengal	7,04,082	3·84	6·67	7,98,136	4·32	7·56
Bengal and North-Western	5,07,637	0·07	3·49	5,07,637	0·07	3·49
Bombay, Baroda and Central India	18,43,195	3·04	5·64	18,62,999	3·04	5·70
Burma	14,18,998	2·88	5·01	16,24,967	3·36	5·74
Eastern Bengal	7,75,992	3·36	4·97	8,25,065	3·52	5·29
Jodhpur	1,57,026	1·44	2·77	2,81,409	2·56	4·97
Madras and Southern Mahratta	9,82,278	2·08	4·98	11,73,488	2·56	5·95
Nizam's Guaranteed State	2,65,809	3·12	6·64	2,66,524	3·13	6·66
Rohilkund and Kumaon	1,27,481	1·59	3·91	1,35,020	1·68	4·14
South Indian	11,75,208	2·38	5·28	17,83,930	3·61	8·01
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	87,798	0·96	2·12	89,011	0·96	2·15
Bombay, Baroda and Central India	11,814	0·96	1·95	11,814	0·96	1·95
Eastern Bengal	2,703	0·48	1·61	2,879	0·48	1·72
Jodhpur	320	0·32	1·13	320	0·32	1·13
North Western (2′ 6″ Gauge)	78,202	1·39	1·55	97,012	1·73	1·92
North Western (2′ 0″ „)	1,880	0·48	0·75	2,528	0·64	1·01
South Indian	7,654	0·75	1·66	9,316	0·91	2·02

31.—Statement of Oil Consumption on Class I Railways during the years 1925-26 and 1927.

Railway.	Year.	Lubricating oil used on engines.‡ Total pints (Passenger and mixed services).	Total pints (Goods services).	Pints per 100 engine miles (Passenger and mixed services).	Pints per 100 engine miles (Goods services).	Lubricating oil used on Coaching, Goods, and Departmental Vehicles. Total pints.	Pints per 1,000 vehicle miles.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal-Nagpur	*1925-26*	*298,122*	*442,373*	*6·51*	*6·13*	*1,105,342*	*3·50*
	1926-27	291,240	432,256	6·28	6·18	866,149	2·71
Bombay, Baroda and Central India	*1925-26*	*510,038*	*215,344*	*8·83*	*8·38*	*589,579*	*2·64*
	1926-27	607,743	219,560	10·3	10·2	574,274	2·79
Eastern Bengal	*1925-26*	*331,580*	*123,637*	*9·44*	*9·19*	*379,021*	*2·97*
	1926-27	346,390	125,303	9·01	8·62	315,066	2·24
East Indian	*1925-26*	*1,195,629*	*1,374,352*	*8·23*	*8·66*	*3,742,589*	*3·87*
	1926-27	1,286,759	1,314,284	8·32	8·44	3,554,275	3·61
Great Indian Peninsula	*1925-26*	*1,134,118*	*939,073*	*9·18*	*10·1*	*1,403,866*	*2·68*
	1926-27	1,180,371	933,806	8·91	9·97	1,207,740	2·22
Madras and Southern Mahratta	*1925-26*	*346,943*	*210,275*	*8·95*	*9·07*	*269,333*	*1·80*
	1926-27	362,785	191,207	9·03	9·22	310,335	2·09
Nizam's Guaranteed State	*1925-26*	*67,208*	*49,033*	*8·34*	*8·25*	*36,543*	*1·25*
	1926-27	65,839	48,745	7·77	9·19	38,439	1·23
North-Western	*1925-26*	*1,473,170*	*959,497*	*9·98*	*12·2*	*1,059,535*	*1·80*
	1926-27	1,484,260	977,666	9·52	12·5	1,088,859	1·72
South Indian	*1925-26*	*151,268*	*67,311*	*9·14*	*8·98*	*74,949*	*1·76*
	1926-27	153,246	61,730	8·95	9·01	69,983	1·57
Total	*1925-26*	*5,508,076*	*4,380,895*	*8·73*	*9·00*	*8,660,757*	*2·92*
	1926-27	5,778,634	4,304,557	8·86	9·22	8,025,120	2·65
3′ 3⅜″ Gauge.							
Assam-Bengal	*1925-26*	*122,655*	*36,756*	*5·25*	*6·06*	*91,494*	*1·19*
	1926-27	133,308	39,766	5·29	6·12	94,474	1·14
Bengal and North-Western	*1925-26*	*274,967*	*47,754*	*5·19*	*5·00*	*250,038*	*1·44*
	1926-27	270,348	84,879	5·04	5·02	288,138	1·56
Bombay, Baroda and Central India	*1925-26*	*427,331*	*256,359*	*6·85*	*6·88*	*490,454*	*1·81*
	1926-27	419,298	259,564	6·72	6·90	503,588	1·87
Burma	*1925-26*	*270,687*	*154,918*	*6·06*	*6·36*	*209,276*	*1·00*
	1926-27	277,638	163,022	6·12	6·82	203,912	1·01
Eastern Bengal	*1925-26*	*162,665*	*79,552*	*6·47*	*6·47*	*150,729*	*1·24*
	1926-27	156,266	69,885	6·14	6·12	150,627	1·27
Jodhpur	*1925-26*	*36,268*	*37,523*	*6·62*	*8·45*	*64,388*	*1·31*
	1926-27	88,317	26,174	6·55	6·48	67,396	1·34
Madras and Southern Mahratta	*1925-26*	*277,129*	*224,909*	*6·40*	*6·71*	*196,189*	*1·14*
	1926-27	278,011	231,908	6·43	7·01	192,151	1·11
Nizam's Guaranteed State	*1925-26*	*69,831*	*25,092*	*6·93*	*8.49*	*30,670*	*1·26*
	1926-27	68,748	25,151	6·32	8·04	37,144	1·04
Rohilkund and Kumaon	*1925-26*	*42,816*	*5,630*	*4·17*	*4·35*	*56,879*	*1·92*
	1926-27	53,216	3,739	4·84	3·54	62,960	1·82
South Indian	*1925-26*	*276,543*	*121,624*	*5·66*	*5·99*	*198,030*	*1·20*
	1926-27	306,563	138,128	5·79	6·31	202,318	1·11
Total	*1925-26*	*2,010,882*	*1,017,617*	*6·15*	*6·54*	*1,738,147*	*1·35*
	1926-27	3,051,713	1,042,216	5·99	6·53	1,802,708	1·36
2′ 6″ and 2′ 0″ Gauges.		*Total Pints (all Engines)		Pints per 100 Engine miles (all Engines)			
Bengal-Nagpur	*1925-26*	*84,335*		*4·20*			
	1926-27	82,673		4·19			
Bombay, Baroda and Central India	*1925-26*	*17,096*		*7·48*			
	1926-27	22,194		9·31			
Eastern Bengal	*1925-26*	*10,214*		*9·19*			
	1926-27	9,597		7·48			
Great Indian Peninsula	*1925-26*	*30,014*		*8·55*			
	1926-27	28,651		8·03			
Jodhpur	*1925-26*	*1,149*		*6·14*			
	1926-27	1,152		6·29			
North Western 2′ 6″	*1925-26*	*117,743*		*10·8*			
	1926-27	108,935		9·43			
North Western 2′ 0″	*1925-26*	†		†			
	1926-27	7,691		11·4			
South Indian	*1925-26*	*7,863*		*4·73*			
	1926-27	8,064		4·70			
Total	*1925-26*	*268,469*		*6·73*			
	1926-27	268,957		6·60			

* Includes Departmental figures.
† Included in 2′ 6″ Gauge N. W. R.
‡ Excluding shunting, siding and Departmental.

32. *Statement of Electric Train Statistics of the Great Indian Peninsula Railway for the years 1925-26 and 1926-27.*

Physical Statistics. (1)	Year. (2)	Results. (3)
1. Section electrified—		(1) Victoria Terminus to Kurla, (2) Rasli Junction Mahim (Mahim Chord).
2. Date of first opening for public service.	..	4-2-25
3. *Mileage equipped for electric service on 31st March—*		
3·01 Route miles	*1926*	*9·75*
	1927	31·5
3·02 Track miles	*1926*	*19·72*
	1927	72·0
3 (*a*) Mileage opened for electric service on 31st March.	1927	11·65
4. No. of sub-power stations on 31st March.	*1926*	*2*
	1927	3
5. No. of electric railway stations on 31st March.	*1926*	*11*
	1927	23
6. Mileage of transmission cable on 31st March.	*1926*	*17·19*
	1927	17·31
OPERATING STATISTICS.		
7. *Average No. on the line—*		
7·01 Motor coaches	*1925-26*	*10*
	1926-27	18
7·02 Trailers	*1925-26*	*30*
	1926-27	54
7·03 Train units*	*1925-26*	*10*
	1926-27	18
8. *Average No. in use daily—*		
8·01 Motor coaches	*1925-26*	*6*
	1926-27	18
8·02 Trailers	*1925-26*	*18*
	1926-27	54
8·03 Train units*	*1925-26*	*6*
	1926-27	18
9. Total passenger train miles	*1925-26*	*269,519*
	1926-27	1,064,161
10. Total Vehicle miles	*1925-26*	*2,459,896*
	1926-27	9,433,816
11. Train hours	*1925-26*	*14,483*
	1926-27	50,762
12. Other hours	*1925-26*	*6,411*
	1926-27	21,032
13. Total hours	*1925-26*	*20,894*
	1926-27	71,794
14. *No. of passengers carried—*		
14·01 First class	*1925-26*	*15,564*
	1926-27	59,506
14·02 Second class	*1925-26*	*278,605*
	1926-27	966,227

Operating Statistic—(*concld.*) (4)	Year. (5)	Results. (6)
14·03 Third class	*1925-26*	*4,550,072*
	1926-27	15,194,343
14·04 Total	*1925-26*	*4,844,241*
	1926-27	16,220,076
15. *Passenger miles—*		
15·01 First class	*1925-26*	*74,929*
	1926-27	477,678
15·02 Second class	*1925-26*	*1,376,216*
	1926-27	6,962,843
15·03 Third class	*1925-26*	*18,519,192*
	1926-27	104,143,735
15·04 Total	*1925-26*	*19,970,337*
	1926-27	111,584,256
16. *Cost of and earnings from electric train working—*		
16·01 Earnings per passenger mile—Pies.	*1925-26*	*3·05*
	1926-27	2·26
† 16·02 Cost per passenger mile—Pies	*1925-26*	*8·12*
	1926-27	3·63
16·03 Earnings per train Mile—Rs.	*1925-26*	*1·18*
	1926-27	1·23
† 16·04 Cost per train mile—Rs.	*1925-26*	*3·12*
	1926-27	1·98
17. *Average speed—*		
17·01 Train miles per train hour.	*1925-26*	*18·6*
	1926-27	21·0
17·02 Train miles per total hour.	*1925-26*	*12·9*
	1926-27	14·9
18. *Train unit* miles per day per train unit—*		
18·01 In use	*1925-26*	*140·9*
	1926-27	180·1
18·02 On the line	*1925-26*	*84·5*
	1926-27	180·1
19. Total power for traction and train lighting in Kilo-watt hours	*1925-26*	*5,781,436*
	1926-27	10,035,676
20. Kilo-watt hours per train unit* mile.	*1925-26*	*13·7*
	1926-27	15·2
21. Watt hours per gross ton mile	*1925-26*	*94·3*
	1926-27	77·3
22. *Lubricating oil used—*		
22·01 Total pints	*1925-26*	*52,943*
	1926-27	126,322
22·02 Pints per 1,000 train unit* miles.	*1925-26*	*171·6*
	1926-27	106·7
22·03 Pints per 100,000 gross ton miles.	*1925-26*	*86·4*
	1926-27	54·1

* A "train unit" is a motor coach and three trailers.

†The figures of working expenses under Abstract C (*a*)—Electric Service Department have been taken for these items.

33.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1927.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service.)							Goods Vehicles. (excluding vehicles used exclusively on railway service.)			Railway service vehicles.	
				Passenger vehicles.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officers' carriages.)	Goods (including inspection trollies.)
				Number.	Seats by classes.										
					1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Class II Railways.															
3' 3⅜" Gauge.															
Bengal Dooars	16	..	..	52	118	102	294	2,142	7	59	436	16	452	5	9
Bhavnagar State	28	1	..	110	167	347	..	3,779	31	141	558	32	590	6	9
Bikaner State	59	..	..	114	162	228	287	5,272	39	153	992	..	992	7	40
Dibru-Sadiya	26	..	..	41	179	134	213	1,492	9	50	1,461	129	1,590	55	..
Gondal	21	..	..	88	130	312	..	2,543	19	107	283	10	293	4	20
Jamnagar and Dwarka	17	..	..	50	66	88	..	1,971	15	65	258	..	258	3	2
Junagad State	18	..	..	77	134	360	..	2,426	5	82	274	14	288	5	26
Morvi	19	..	..	87	146	272	..	2,647	21	108	206	..	206	2	2
Mysore	28	..	..	106	108	188	130	3,582	19	125	363	..	363	12	23
Total	232	1	..	725	1,210	2,031	924	25,854	165	890	4,831	201	5,032	99	131
2' 6" Gauge.															
Barsi Light	20	1	..	51	56	146	..	2,381	1	52	205	3	208	1	4
Gaekwar's Baroda State	40	1	1	142	102	149	42	6,236	29	171	688	..	688	9	17
Shahdara (Delhi) Saharanpur Light.	10	..	..	51	39	18	84	1,251	1	52	225	4	229	1	1
Total	70	2	1	244	197	313	126	9,868	31	275	1,118	7	1,125	11	22
2' 0" Gauge.															
Darjeeling-Himalayan	33	2	..	111	308	330	..	1,851	26	137	509	..	509	..	..
Howrah-Amta Light	19	..	..	128	54	..	298	2,710	13	141	76	..	76	2	1
Total	52	2	..	239	362	330	298	4,561	39	278	585	..	585	2	1
Class III Railways.															
3' 3⅜" Gauge.															
Aden	4	1	..	8	20	25	..	288	1	9	50	29	79	..	..
Porbandar State	7	..	..	17	36	75	..	360	6	23	315	6	321	2	1
Udaipur-Chitorgarh	6	..	..	35	34	54	40	863	9	44	57	..	57	1	..
Total	17	1	..	60	90	154	40	1,511	16	76	422	35	457	3	1
2' 6" Gauge.															
Ahmadpur-Katwa	4	..	..	19	18	18	64	448	..	19	22	4	26	..	..
Arrah-Sasaram Light	6	..	..	23	6	..	64	556	4	27	49	..	49	*1	..
Bangalore-Chick Ballapur Light. *	12	..	..	22	24	62	..	930	..	22	83	..	83	2	6
Bankura-Damoodar River	6	..	..	27	24	24	112	616	..	27	72	6	78	..	1
Baraset-Basirhat Light	8	..	..	46	56	..	140	2,808	4	50	59	..	59	1	1
Carried over	36	..	..	137	128	104	380	5,356	8	145	285	10	295	4	8

* Includes Kolar District Railway.

33.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1927—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service.)							Goods Vehicles (excluding vehicles used exclusively on railway service.)			Railway Service Vehicles.	
				Passenger vehicles.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officer's carriages).	Goods (including Inspection trollies).
				No.	Seats by classes.										
					1st	2nd	Inter.	3rd							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Brought forward .	36	..	..	137	128	104	380	5,356	8	145	285	10	295	4	8
Class III Railways—*concld.*															
2' 6" Gauge.															
Bengal Provincial . .	8	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light .	5	..	..	21	24	18	78	459	3	24	68	..	68	1	1
Burdwan-Katwa . .	4	..	..	22	18	18	96	512	..	22	36	4	40	..	1
Cutch State . . .	3	..	..	8	..	60	..	148	..	8	32	1	33	..	1
Dehri-Rohtas Light .	6	1	..	6	20	..	12	158	..	6	129	3	132	1	2
Dholpur-Bari . . .	6	..	..	8	18	..	..	400	..	8	123	3	126	..	1
Futwah-Islampur . .	3	..	..	8	9	..	65	397	1	9	26	..	26	..	—
Jessore-Jhenidah . .	9	..	..	19	18	22	88	408	2	21	39	1	40	..	—
Kalighat-Falta . . .	7	..	..	38	30	34	112	1,080	..	38	45	8	53	..	..
Tezpore-Balipara Light .	5	1	..	17	32	..	60	568	3	20	88	..	88	..	..
Total .	92	2	..	312	317	276	973	10,130	19	331	933	30	963	7	16
2' 0" Gauge.															
Gwalior Light † . .	22	4	2	66	40	91	..	1,495	22	88	333	..	333	3	8
Howrah-Sheakhala Light .	3	..	..	32	24	..	60	618	1	33	13	..	13	..	—
Jagadhri Light . .	2	..	..	4	6	..	11	84	1	5	7	..	7	..	—
Jorhat (Provincial) . .	6	1	..	18	28	30	88	414	6	24	103	5	108	2	2
Kulasekarapatnam Light .	6	2	..	20	..	..	..	468	..	20	40	..	40	..	2
Tarikere Narasimharajapura Light.	6	..	..	4	..	16	..	96	..	4	46	..	46	..	2
Trivellore Light . . .	2	2	..	14	..	..	..	84	..	14	4	1	5	..	2
Total ..	47	9	2	158	98	137	159	3,259	30	188	546	6	552	5	16

† Shown under Class II in the Report for 1925-26.

34.—*Statement of Net Additions to Equipment of Class II and III Railways during the year 1926-27.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Vehicles. (Excluding vehicles used exclusively on Railway service).					Goods Vehicles. (Excluding vehicles used exclusively on Railway service).		Remarks.
				No.	Seats by classes.						
					1st.	2nd.	Inter.	3rd.	Covered and open wagons.	Other vehicles.	
1	2	3	4	5	6	7	8	9	10	11	12
Class II Railways.											
3′ 3⅜″ Gauge.											
Bengal Dooars	..	..	..	..	..	..	..	..	..	..	
Bhavnagar State	1	1	..	—2	..	..	..	—32	..	..	
Bikaner State	2	..	..	..	—24	—18	36	—6	—50	..	
Dibru-Sadiya	..	..	..	..	..	..	—10	48	—23	10	
Gondal	—2	..	..	1	—6	—17	..	284	—9	—4	
Jamnagar and Dwarka	..	..	..	—1	..	..	..	—72	95	..	
Junagad State	..	..	..	4	8	48	..	23	—15	..	
Morvi	1	..	..	8	63	24	..	75	..	—2	
Mysore	..	..	..	—2	—2	—16	—1	36	—14	—6	
Total	2	1	..	8	39	21	25	356	—16	—2	
2′ 6″ Gauge.											
Barsi Light	4	..	..	3	—24	—6	..	147	5	..	
Gaekwar's Baroda State	2	1	1	18	28	33	..	702	20	—27	
Shahdara (Delhi)-Saharanpur Light	..	..	..	..	..	..	..	..	..	..	
Total	6	1	1	21	4	27	..	849	25	—27	
2′ 0″ Gauge.											
Darjeeling-Himalayan	..	2	..	—3	..	..	..	—48	30	..	
Howrah-Amta Light	..	..	..	2	..	..	2	252	..	..	
Total.	..	2	..	—1	..	..	2	204	30	..	
Class III Railways.											
3′ 3⅜″ Gauge.											
Aden	—2	..	..	..	4	7	..	—20	—1	..	
Porbandar	—1	..	..	—1	4	—10	..	2	—11	—2	
Udaipur-Chitorgarh	..	..	..	..	..	..	..	..	6	..	
Total	—3	..	..	—1	8	—3	..	—18	—6	—2	
2′ 6″ Gauge.											
Ahmadpur-Katwa	..	..	..	..	..	..	..	..	..	..	
Arrah-Sasaram Light	..	..	..	—1	—6	..	—8	60	..	..	
Bangalore-Chik Ballapur Light*	2	..	..	1	..	..	..	60	—2	—2	* Includes Kolar District Railway.
Bankura-Damoodar River	..	..	..	..	..	..	..	..	..	..	
Baraset Basirhat Light.	..	..	..	—1	12	..	20	1,609	8	..	
Bengal Provincial	..	..	..	..	..	..	..	..	..	..	
Bukhtiarpur-Bihar Light	..	..	..	—1	6	6	54	—39	..	..	
Burdwan-Katwa	..	..	..	..	..	..	..	..	..	..	
Cutch State	..	..	..	..	..	..	..	..	..	..	
Dehri-Rohtas Light	1	1	..	..	..	..	..	..	1	—1	
Dholpur-Bari	..	..	..	..	..	..	..	..	45	..	
Futwah-Islampur	..	..	..	1	3	..	—13	83	8	..	
Jessore-Jhenidah	..	..	..	..	..	..	..	..	5	..	
Kalighat-Falta	..	..	..	..	..	..	..	..	..	..	
Tezpore-Balipara	2	1	..	1	8	..	..	48	..	..	
Total	5	2	..	..	23	6	53	1,821	65	—3	
2′ 0″ Gauge.											
Gwalior Light (*a*).	—3	4	2	—4	—4	..	..	—39	—1	—6	
Howrah-Sheakhala Light	..	..	..	..	— 2	..	—15	10	..	..	
Jagadhri Light	..	..	..	..	..	..	..	..	..	..	
Jorhat (Provincial)	—4	..	..	—6	—26	—24	—33	—74	..	..	
Kulasekarapatnam Light	..	2	..	1	..	..	..	12	..	..	
Tarikere Narasimharajapura Light	..	..	..	..	..	..	..	..	..	—2	
Trivellore Light	—1	2	..	—1	..	..	..	..	..	..	
Total	—8	8	2	—10	—32	—24	—48	—91	—1	—8	

(*a*) Shown under Class II in the Report for 1925-26.

No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line, whether local or foreign (in hundreds).					Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1925-26*	*2*	*3,1*	..	*962,2*	*965,5*	*178,2*	*3*	*3,8*	..	*1,139,6*	*1,143,7*
		1926-27	2	3,2	..	937,1	940,5	166,9	2	4,3	..	1,102,9	1,107,4
Bengal Doors	3′ 3⅜″	*1925-26*	*2,5*	*3,2*	*37,2*	*1,234,9*	*1,277,8*	*60,4*	*2,8*	*3,5*	*38,6*	*1,293,3*	*1,338,2*
		1926-27	2,1	4.3	47,4	1,396,7	1,450,5	84,3	2,4	4,8	49,8	1,477,8	1,534,8
Bhavnagar State	3′ 3⅜″	*1925-26*	*1,3*	*24,3*	..	*2,731,8*	*2,757,4*	*448,2*	*1,9*	*32,3*	..	*3,171,4*	*3,205,6*
		1926-27	1.4	20,2	..	2,392.2	2,413,8	316,6	2,0	26,6	..	2,701,8	2,730,4
Bikaner State	3′ 3⅜″	*1925-26*	*1,1*	*5,7*	*19,8*	*1,595,6*	*1,622,2*	*188,6*	*1,6*	*7,8*	*22,8*	*1,778,6*	*1,810,8*
		1926-27	1,2	6,3	21,5	1,651,9	1,680,9	185,0	1,7	8,4	24,3	1,831,5	1,865,9
Darjeeling Himalayan	2′ 0″	*1925-26*	*4,1*	*20,4*	..	*596,2*	*620,7*	*25,1*	*6,7*	*26,5*	..	*612,6*	*645,8*
		1926-27	4,0	19,0	..	581,7	604,7	25,9	6,2	25,0	..	599,4	630,6
Dibru Sadiya	3′ 3⅜″	*1925-26*†	*5,8*	*10,1*	*11,4*	*1,051,8*	*1,079,1*	*75,0*	*6,5*	*11,0*	*13,4*	*1,123,2*	*1,154,1*
		1926-27	6,8	11,6	13.8	1,199,7	1,231,9	79,2	7,3	12,4	16,7	1,274,7	1,311,1
Gaekwar's Baroda State	2′ 6″	*1925-26*	*1,1*	*17,0*	..	*4,682,7*	*4,700,8*	*422,9*	*1,4*	*18,9*	..	*5,103,4*	*5,123,7*
		1926-27	8	14,9	54	3,951,6	3,972,7	374,4	9	16.8	5,4	4,324,0	4,347,1
Gondal	3′ 3⅜″	*1925-26*	*1,0*	*28,3*	..	*1,729,3*	*1,758,6*	*994,5*	*2,4*	*51,5*	..	*2,699,2*	*2,753,1*
		1926-27	9	24,1	..	1,647,6	1,672,6	842,1	2,2	44,2	..	2,468,3	2,514,7
Howrah-Amta Light	2′ 0″	*1925-26*	*4,9*	..	*89,0*	*2,878,7*	*2,972,6*	..	*4,9*	..	*89,0*	*2,878,7*	*2,972,6*
		1926-27	4.6	..	84,3	2,788,9	2,877,8	..	4,6	..	84,3	2,788,9	2,877,8
Jamnagar and Dwarka	3′ 3⅜″	*1925-26*	*5*	*8,9*	..	*694,4*	*704,1*	*95,9*	*1,0*	*11,4*	..	*787,6*	*800,0*
		1926-27	7	8,2	..	608,4	617,3	85,9	1,0	11,0	..	691,2	703,2
Junagad State	3′ 3⅜″	*1925-26*	*1,3*	*30,9*	..	*1,577,2*	*1,609,4*	*288,6*	*1,7*	*37,8*	..	*1,858,5*	*1,898,0*
		1926-27	1,6	27,3	..	1,371,8	1,400,7	243,2	1,9	33,2	..	1,608,8	1,643,9
Morvi	3′ 3⅜″	*1925-26*	9	*10,8*	..	*625,6*	*637,3*	*346,4*	*2,0*	*21,5*	..	*960,2*	*983,7*
		1926-27	1,1	10,0	..	574.9	586,0	324,1	2,3	24,2	..	883,6	910,1
Mysore	3′ 3⅜″	*1925-26*	*2,5*	*28,9*	*36,4*	*2,894,0*	*2,961,8*	*95,7*	*2,9*	*30,6*	*36,6*	*2,987,4*	*3,057,5*
		1926-27	2,6	27,6	40,3	2,897,0	2,967,5	87,1	2,8	29,2	40,8	2,981,8	3,054,6
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1925-26*	*7*	*3*	*17,8*	*1,182,8*	*1,201,6*	..	*7*	*3*	*17,8*	*1,182,8*	*1,201,6*
		1926-27	1	1,3	18,2	1,072,9	1,092,5	12,1	2	1,4	19,2	1,983,8	1,104,6
Total Class II Railways.		*1925-26*	*23,2*	*191,9*	*211,6*	*24,437,2*	*4,868,9*	*3,219,5*‖	*36,3*‖	*266,9*‖	*218,2*‖	*27,576,5*‖	*28.088,4*‖
		1926-27	28,1	178,0	230,9	3,072,4	23,509.4	2,826,8‖	35,7‖	241,5‖	240,5‖	25,818,5‖	26,336,2‖
Class III Railways.													
Aden	3′ 3⅜″	*1925-26*	*1*	*6*	*11,1*	*119,7*	*131,5*	..	*1*	*6*	*11,1*	*119,7*	*131,5*
		1926-27	1	4	..	182.6	183,1	..	1	4	..	182,6	183,1
Ahmadpur-Katwa	2′ 6″	*1925-26*	..	*9*	*6,0*	*316,9*	*323,8*	*11,5*	*1*	*1,0*	*6,7*	*327,5*	*335,3*
		1926-27	..	9	6,0	303.7	310,6	10,1	..	1,0	6,4	313,3	320,7
Arakan Light	2′ 6″	*1925-26*	*4*	..	..	*40,3*	*40,7*	..	*4*	..	..	*40,3*	*40,7*
		1926-27	*	*	*	*	*	*	*	*	*	*	*
Arrah-Sasaram Light	2′ 6″	*1925-26*	*8*	..	*5,0*	*557,6*	*563,4*	..	*8*	..	*5,0*	*557,6*	*563,4*
		1926-27	9	..	6,8	605,1	612,8	3,6	9	..	6,9	608,6	616,4
Bangalore-Chick Ballapur Light	2′ 6″	*1925-26*	*1*	*3,6*	..	873,2	*876,9*	*37,2*	*1*	*3,8*	..	*910,2*	*914,1*
		1926-27	1	3,5	..	886,9	890,5	38,2	1	3,8	..	924,8	928,7
Bankura-Damoodar River	2′ 6″	*1925-26*	..	*6*	*2,0*	*223,5*	*231,1*	*1,6*	..	*6*	*2,1*	*230,0*	*232,7*
		1926-27	..	5	1,9	217,3	219,7	1,8	..	6	2,0	218,9	221,5
Baraset-Basirhat Light	2′ 6″	*1925-26*	*4,1*	..	*34,7*	*1,290,3*	*1,329,1*	*6,3*	*4,1*	..	*34,7*	*1,296,6*	*1,335,4*
		1926-27	3,7	..	30,3	1,324,7	1,358,7	3,8	3,7	..	30,7	1,328,1	1,362,5
Bengal Provincial	2′ 6″	*1925-26*	*2*	*1,6*	*6,9*	*507,5*	*516,2*	*99,2*	*3*	*2,3*	*11,1*	*601,7*	*615,4*
		1926-27	1	1,6	6,4	513,0	521,1	99,5	1	2,2	11,2	607,1	620,6

*Closed to all kinds of traffic.
†Revised figures.

Class II and III Railways for the years 1925-26 and 1926-27.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passenger carried (in thousands).				
1st.	2nd.	Inter.	3rd.*	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
										Rs.	Rs.	Rs.	Rs.	Rs.
11	*152*	..	*41,051*	*41,214*	*39·6*	*40·6*	..	*36·0*	*36·0*	*2*	*13*	..	*3,55*	*3,70*
11	163	..	37,482	37,656	44·2	38·5	..	34·9	34·0	1	13	..	7,81	7,95
53	*104*	*927*	*26,672*	*27,756*	*30·0*	*29·0*	*24·0*	*21·0*	*21·0*	*11*	*7*	*22*	*4,33*	*4,73*
64	115	1,035	28,678	29,892	27·0	24·0	21·0	19·0	19·0	9	8	25	4,48	4,90
108	*1,700*	..	*95,180*	*96,988*	*57·4*	*52·6*	..	*30·0*	*30·3*	*10*	*80*	..	*17,23*	*18,13*
109	1,286	..	74,738	76,133	55·0	48·3	..	27·7	27·9	10	61	..	13,49	14,20
141	*565*	*1,287*	*73,386*	*75,379*	*88·7*	*72·5*	*56·3*	*41·3*	*41·6*	*18*	*44*	*40*	*15,29*	*16,31*
108	613	1,300	74,780	76,801	65·6	73·0	53·5	40·8	41·2	17	48	40	15,60	16,65
368	*934*	..	*10,622*	*11,924*	*54·8*	*35·2*	..	*17·3*	*18·5*	*1,23*	*1,33*	..	*4,90*	*7,46*
286	869	..	10,489	11,644	46·4	34·7	..	17·5	18·5	1,15	1,23	..	4,78	7,16
133	*231*	*315*	*18,272*	*18,951*	*20·5*	*21·0*	*23·5*	*16·3*	*16·4*	*16*	*14*	*11*	*3,81*	*4,22*
149	244	388	18,706	19,487	20·0	19·7	23·2	14·7	14·9	18	15	13	3,91	4,37
31	*334*	..	*68,122*	*68,487*	*22·1*	*17·7*	..	*13·3*	*13·4*	*4*	*21*	..	*15,96*	*16,21*
23	300	75	55,268	55,666	25·5	17·9	13·9	12·8	12·8	3	19	2	12,95	13,19
112	*1,654*	..	*64,661*	*66,427*	*46·7*	*32·1*	..	*23·9*	*24·1*	*10*	*77*	..	*11,75*	*12,62*
104	1,476	..	57,378	58,958	47·3	33·4	..	23·2	23·4	9	68	..	10,38	11,15
79	..	*983*	*39,030*	*40,092*	*16·0*	..	*10·0*	*14·0*	*13·0*	*5*	..	*28*	*3,44*	*3,77*
76	..	906	37,375	38,357	16·0	..	10·0	14·0	13·0	5	..	26	8,07	8,38
67	*531*	..	*29,053*	*29,701*	*66·0*	*51·0*	..	*37·0*	*37·0*	*7*	*32*	..	*6,52*	*6,91*
61	565	..	25,014	25,640	62·0	51·0	..	36·0	36·0	6	31	..	5,97	6,34
60	*959*	..	*41,313*	*42,322*	*30·1*	*25·3*	..	*22·2*	*22·3*	*5*	*45*	..	*7,50*	*8,00*
74	860	..	34,330	35,264	38·2	25·9	..	21·3	21·5	7	40	..	6,23	6,70
131	*1,278*	..	*41,399*	*42,808*	*64·2*	*59·9*	..	*44·3*	*44·7*	*13*	*64*	..	*7,54*	*8,31*
151	1,479	..	36,803	38,433	64·3	61·2	..	41·7	42·2	15	73	..	6,81	7,69
196	*1,060*	*1,555*	*75,904*	*78,715*	*68·0*	*35·0*	*42·0*	*25·0*	*26·0*	*24*	*61*	*51*	*14,96*	*16,32*
190	1,077	1,760	76,670	79,697	67·0	37·0	43·0	26·0	26·0	22	58	58	14,66	16,04
19	*4*	*416*	*24,309*	*24,748*	*16·0*	*17·0*	*23·0*	*20·0*	*20·0*	*2*	*1*	*17*	*5,68*	*5,88*
3	33	404	21,855	22,295	15·0	23·6	21·0	20·0	20·0	1	2	17	5,12	5,32
1,529	*9,556*	*5,483*	*648,974*	*665,542*	‖*41·5*	‖*37·3*	‖*25·1*	‖*23·5*	‖*23·7*	*2,50*	*5,92*	*1,69*	*1,32,46*	*1,42,57*
1,409	9,080	5,868	589,566	605,923	‖39·5	‖37·6	‖24·4	‖22·8	‖23·0	2,38	5,59	1,81	1,20,26	1,30,04
2	*14*	*243*	*1,169*	*1,428*	*27·7*	*21·9*	*21·9*	*9·76*	*10·9*	..	*1*	*10*	*43*	*54*
2	7	..	1,747	1,756	28·0	19·0	11·0	10·0	9·6	..	1	..	64	65
1	*16*	*97*	*4,089*	*4,203*	*19·0*	*15·0*	*14·0*	*12·0*	*12·5*	*1*	*1*	*4*	*1,27*	*1,33*
..	13	81	3,775	3,869	..	14·0	13·0	12·0	12·1	..	1	3	1,18	1,22
7	..	..	*652*	*659*	*15·0*	..	..	*16·0*	*15·0*	*1*	..	..	*21*	*22*
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
29	..	*155*	*11,448*	*11,632*	*35·0*	..	*31·0*	*21·0*	*21·0*	*3*	..	*6*	*2,68*	*2,77*
33	..	215	12,570	12,818	35·0	..	31·0	20·0	20·0	3	..	8	2,95	3,06
2	*107*	..	*16,123*	*16,232*	*22·0*	*28·0*	..	*18·0*	*18·0*	..	*4*	..	*2,94*	*2,98*
3	97	..	17,028	17,128	21·0	26·0	..	18·0	18·0	..	5	..	2,97	3,02
..	*15*	*50*	*4,250*	*4,315*	..	*25·0*	*23·0*	*18·0*	*18·5*	..	*1*	*2*	*1,33*	*1,36*
..	15	50	4,115	4,180	..	25·0	25·0	18·0	18·9	..	1	2	1,29	1,32
110	..	*658*	*18,494*	*19,262*	*27·0*	..	*18·0*	*13·0*	*14·4*	*7*	..	*19*	*4,04*	*4,30*
95	..	561	18,185	18,841	24·0	..	16·0	12·0	17·0	5	..	15	3,79	3,99
2	*16*	*82*	*5,263*	*5,363*	*7·2*	*7·0*	*7·4*	*8·7*	*8·7*	..	*1*	*2*	*1,10*	*1,13*
1	15	77	4,482	4,575	9·74	6·90	6·85	7·38	7·37	..	1	2	1,05	1,08

*Closed to all kinds of traffic.

‖ Columns 9 to 14—and 20 to 24. In these totals Passengers travelling over two or more railways are considered as having made two or more journeys.

No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1925-26 and 1926-27—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton-miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands of rupees.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
			30	31	32	33	34	35	36	37	38	39	40	41
(Class II Railways.)														
Barsi Light	2′ 6″	1925-26	28·0	16·0	..	4·00	4·05	111	61	172	8,595	48·9	3,28	19·1
		1926-27	27·1	15·1	..	4·00	4·05	122	49	171	8,510	49·9	8,50	19·4
Bengal Dooars	3′ 3⅜″	1925-26	25·1	13·5	4·51	3·00	3·17	137	114	251	16,213	65·0	16,15	19·1
		1926-27	25·8	13·4	4·67	3·00	3·15	143	104	247	15,457	63·0	17,17	21·3
Bhavnagar State	3′ 3⅜″	1925-26	18·0	9·00	..	3·48	3·59	196	167	363	23,723	65·4	13,00	10·5
		1926-27	18·1	9·04	..	3·47	3·58	173	142	315	19,251	61·2	10,72	10·7
Bikaner State	3′ 3⅜″	1925-26	24·4	15·0	6·00	4·00	4·30	418	134	552	76,765	139·0	15,59	3·90
		1926-27	30·0	15·0	6·00	4·00	4·20	479	185	664	92,546	139·4	19,47	4·04
Darjeeling Himalayan	2′ 0″	1925-26	64·4	27·3	..	8·86	12·0	110	45	155	5,111	33·0	13,37	50·2
		1926-27	76·9	27·2	..	8·75	11·8	117	45	162	5,328	33·0	13,90	50·1
Dibru Sadiya	3′ 3⅜″	1925-26†	23·1	11·6	6·70	4·09	4·28	627	58	685	17,271	25·2	21,10	23·5
		1926-27	23·2	11·8	6·43	4·00	4·27	720	59	779	20,080	25·9	24,25	23·2
Gaekwar's Baroda State	2′ 6″	1925-26	24·8	12·1	..	4·50	4·54	265	190	455	12,060	26·5	11,19	17·8
		1926-27	25·0	12·2	5·12	4·50	4·55	351	134	485	14,745	30·4	7,59	9·88
Gondal	3′ 3⅜″	1925-26	17·1	8·94	..	3·49	3·65	59	266	325	15,383	47·3	8,49	10·6
		1926-27	16·6	8·85	..	3·47	3·63	65	238	303	14,120	46·6	8,70	11·8
Howrah-Amta Light	2′ 0″	1925-26	12·0	..	6·00	4·00	4·20	45	11	56	*	*	1,45	*
		1926-27	12·0	..	6·00	4·00	4·00	45	13	58	1,245	21·4	1,48	23·0
Jamnagar and Dwarka	3′ 3⅜″	1925-26	20·3	10·7	..	4·30	4·47	76	33	109	4,907	45·0	3,24	12·7
		1926-27	19·7	10·5	..	4·59	4·75	153	25	178	8,122	45·0	3,26	7·71
Junagad State	3′ 3⅜″	1925-26	17·8	8·97	..	3·49	3·63	177	39	216	7,840	36·2	5,86	14·4
		1926-27	18·1	8·99	..	3·48	3·65	189	44	233	9,390	40·3	5,86	12·0
Morvi	3′ 3⅜″	1925-26	18·7	9·67	..	3·50	3·73	50	137	187	10,975	58·7	6,18	10·8
		1926-27	20·0	9·44	..	3·55	3·86	43	169	212	12,894	60·8	7,36	10·9
Mysore	3′ 3⅜″	1925-26	24·0	11·0	6·00	4·00	4·00	191	109	300	16,757	55·7	10,82	12·4
		1926-27	22·0	10·0	6·00	4·00	4·00	174	104	278	17,340	62·3	11,47	12·7
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	1925-26	20·0	12·0	7·00	4·00	4·00	38	88	126	*	*	3,91	*
		1926-27	20·0	12·0	8·00	4·50	4·50	68	41	109	4,365	40·0	3,83	16·8
Total Class II Railways	..	1925-26	31·4	11·9	5·92	3·92	4·11	2,500	1,452‖	3,952‖	215,400	54·5‖	1,38,63	12·4
		1926-27	32·4	11·8	5·92	3·92	4·12	2,842	1,352‖	4,194‖	243,393	58·0‖	1,43,56	11·3
Class III Railways.														
Aden	3′ 3⅜″	1925-26	33·0	17·9	8·00	7·01	7·33	40	..	40	959	24·0	72	14·4
		1926-27	36·0	18·0	9·00	6·78	6·82	33	..	33	792	24·0	59	14·3
Ahmadpur-Katwa	2′ 6″	1925-26	24·0	12·0	8·00	6·00	6·08	12	4	16	281	11·0	25	12·0
		1926-27	24·0	12·0	8·00	6·00	6·05	9	6	15	267	18·0	22	12·0
Arakan Light	2′ 6″	1925-26	36·0	..	..	6·00	6·41	2	..	2	*	*	6	..
		1926-27	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Arrah-Sasaram Light	2′ 6″	1925-26	20·0	..	7·00	4·00	4·00	11	34	45	*	*	78	..
		1926-27	20·0	..	7·50	4·50	4·70	30	7	37	1,109	30·0	87	15·1
Bangalore-Chik-Ballapur Light.	2′ 6″	1925-26	16·0	7·00	..	4·00	4·00	25	11	36	1,464	40·7	1,29	16·9
		1926-27	16·0	9·00	..	3·00	3·00	26	11	37	1,476	39·7	1,31	17·0
Bankura-Damodar River	2′ 6″	1925-26	24·0	12·0	8·00	6·00	6·05	25	8	33	1,355	40·0	73	12·0
		1926-27	24·0	12·0	8·00	6·00	6·01	22	8	30	1,338	44·0	71	10·0
Barasat-Basirat Light	2′ 6″	1925-26	12·0	..	6·00	4·50	4·29	38	4	42	*	*	1,15	*
		1926-27	12·0	..	6·00	4·50	7·50	33	7	40	1,115	27·8	1,07	18·4
Bengal Provincial	2′ 6″	1925-26	18·1	8·94	5·00	4·00	4·05	37	..	37	*	*	49	*
		1926-27	13·4	9·00	5·92	4·69	4·53	30	5	35	2,774	79·0	51	3·49

* Information not available.

†Revised figures. ‡Closed to all kinds of traffic.

‖Columns 36 and 37—and 39 In these totals consignments passing over two or more railways are considered as two or more separate consignments.

No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1925-26 and 1926-27—contd.

Railway.	Gauge.	Year.	Passengers originating on home line, whether local or foreign (in hundreds).					Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1925-26*	*3*	*2,3*	*15,7*	*588,2*	*606,5*	..	*3*	*2,3*	*15,7*	*588,2*	*606,5*
		1926-27	2	2,0	11,0	654,9	668,1	107,2	3	2,7	16,4	755,9	775,3
Burdwan-Katwa	2′ 6″	*1925-26*	..	*4*	*3,8*	*209,7*	*213,9*	*182,5*	*1*	*8*	*8,1*	*387,4*	*396,4*
		1926-27	1	8	6,8	348,7	356,4	9,3	1	9	7,7	357,0	365,7
Cutch State	2′ 6″	*1925-26*	..	*1,1*	..	*63,5*	*64,6*	..	..	*1,1*	..	*63,5*	*64,6*
		1926-27	..	9	..	59,9	60,8	..	..	9	..	59,9	60,8
Dehri Rohtas Light	2′ 6″	*1925-26*	*3*	..	*4*	*128,2*	*128,9*	..	*3*	..	*4*	*128,2*	*128,9*
		1926-27	4	..	6	129,3	130,3	..	4	..	6	129,3	130,3
Dholpur-Bari	2′ 6″	*1925-26*	..	*3*	..	*166,1*	*166,4*	*4*	..	*3*	..	*166,5*	*166,8*
		1926-27	..	3	..	171,1	171,4	4	..	3	..	171,5	171,8
Fatwah-Islampur	2′ 6″	*1925-26*	*5*	..	*5,3*	*353,0*	*358,8*	..	*5*	..	*5,3*	*353,0*	*358,8*
		1926-27	5	..	5,3	391,3	397,1	15,4	5	..	6,3	405,7	412,5
Gawalior Light ‡	2′ 6″	*1925-26*	*4*	*5,8*	..	*555,3*	*561,5*	*4*	*4*	*5,8*	..	*555,7*	*561,9*
		1926-27	3	5,0	..	655,1	660,4	11	3	5,0	..	656,2	661,5
Howrah-Sheakhala Light	2′ 0″	*1925-26*	7	..	*23,1*	*919,1*	*942,9*	..	7	..	*23,1*	*919,1*	*942,9*
		1926-27	6	..	18,3	907,0	925,9	..	6	..	18.3	907,0	925,9
Jagadhri Light	2′ 0″	*1925-26*	*2*	..	*1,2*	*106,9*	*108,3*	..	*2*	..	*1,2*	*106,9*	*108,3*
		1926-27	2	..	1,3	94,5	96,0	..	2	..	1,3	94,5	96,0
Jessore-Jhenidah	2′ 6″	*1925-26*	*1*	*7*	*2,4*	*176,5*	*179,7*	*5,1*	*1*	*7*	*2,5*	*181,5*	*184,3*
		1926-27	1	5	2,3	178,8	181,7	2,6	1	6	2,3	181,3	184,3
Jorhat (Provincial)	2′ 0″	*1925-26*	..	..	..	*249,4*	*249,4*	..	..	..	..	*249,4*	*249,4*
		1926-27	..	..	..	281,1	281,1	..	..	..	..	281,1	281,1
Kalighat-Falta	2′ 6″	*1925-26*	..	*1,8*	*14,8*	*705,9*	*722,5*	*2,6*	*1*	*1,8*	*14,9*	*708,3*	*725,1*
		1926-27	1	2,7	20,8	832,8	856,4	1,9	1	2,7	21.0	834,5	858,3
Kulasekarapatnam Light	2′ 0″	*1925-26*	..	..	..	*94,3*	*94,3*	..	..	..	..	*94,3*	*94,3*
		1926-27	..	..	..	119,9	119,9	..	..	..	..	119,9	119,9
Porbandar State	3′ 3½″	*1925-26*	*3*	*3,2*	..	*292,6*	*296,1*	*78·0*	*4*	*5,0*	..	*368,7*	*374,1*
		1926-27	2	3,1	..	287,1	290,4	69,6	4	5,0	..	354,6	360,0
Tarikere-Narasimharajapura Light.	2′ 0″	*1925-26*	..	*9*	..	*56,6*	*57,5*	*1*	..	*9*	..	*56,7*	*57,6*
		1926-27	..	6	..	50,6	51,2	2	..	6	..	50,8	51,4
Tezpore-Balipara	2′ 6″	*1925-26*	*4*	..	*3,1*	*240,7*	*244,2*	..	*4*	..	*3,1*	*240,7*	*244,2*
		1926-27	2	..	3,8	251,5	255,5	..	2	..	3,8	251,5	255,5
Trivellore Light	2′ 0″	*1925-26*	..	..	..	*114,4*	*114,4*	..	..	..	..	*114,4*	*114,4*
		1926-27	..	..	..	93,7	93,7	..	..	..	..	93,7	93,7
Udaipur-Chitorgarh	3′ 3½″	*1925-26*	*5*	*2,6*	*1,8*	*440,4*	*445,3*	*89,2*	*1,3*	*3,9*	*1,9*	*527,4*	*534,5*
		1926-27	6	2,4	2,0	438,5	443,5	57,7	1,5	3,9	2,0	493,8	501,2
Total Class III Railways ..	..	*1925-26*	*9,4*	*26,4*	*137,3*	*9,394,8*	*-9,567,9*	*514,1*‖	*10.7*‖	*30,9*‖	*146,9*‖	*9,893,5*‖	*10,032,0*‖
		1926-27	8,4	25,2	123,6	9,979,1	10,136,3	422,4‖	9,6‖	30,6‖	136,9‖	10,381,6‖	10,558,7‖

‡Shown under class II in the Report for 1925-26.

‖ Columns 9 to 14—In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

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No. 35.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			15	16	17	18	19	20	21	22	23	24
Class III—*concld.*												
Bukhtiarpur-Bihar Light.	2′ 6″	*1925-26*	*7*	*42*	*291*	*9,663*	*10,003*	*24·0*	*18·0*	*18·0*	*16·0*	*16·0*
		1926-27	6	48	296	12,902	13,252	19·0	17·0	18·0	17·0	17·0
Burdwan-Katwa . .	2′ 6″	*1925-26*	*1*	*20*	*151*	*5,367*	*5,539*	*27·0*	*23·0*	*19·0*	*14·0*	*14·0*
		1926-27	1	20	131	4,814	4,966	16·0	23·0	17·0	13·0	13·6
Cutch State . . .	2′ 6″	*1925-26*	..	*29*	..	*1,305*	*1,334*	...	*27·0*	..	*20·0*	*20·0*
		1926-27	..	25	..	1,246	1,271	..	29·0	..	21·0	20·9
Dehri Rohtas Light .	2′ 6″	*1925-26*	*5*	..	*6*	*1,388*	*1,399*	*15·0*	..	*15·0*	*11·0*	*11·0*
		1926-27	6	..	9	1,579	1,594	16·0	..	15·0	12·0	12·0
Dholpur-Bari . .	2′ 6″	*1925-26*	..	*4*	..	*3,172*	*3,176*	..	*15·9*	..	*19·0*	*19·0*
		1926-27	..	5	..	3,463	3,468	..	15·4	..	20·2	20·2
Futwah-Islampur . .	2′ 6″	*1925-26*	*7*	..	*73*	*5,519*	*5,599*	*14·0*	..	*14·0*	*16·0*	*15·0*
		1926-27	7	..	86	6,124	6,217	14·0	..	13·0	15·0	15·0
Gwalior Light† . .	2′ 6″	*1925-26*	*24*	*214*	..	*13,795*	*14,033*	*60·0*	*36·9*	..	*24·3*	*25·0*
		1926-27	12	186	..	12,998	13,196	40·0	37·2	..	20·0	19·9
Howrah-Sheakhala Light.	2′ 0″	*1925-26*	*10*	..	*151*	*7,681*	*7,842*	*13·0*	..	*5·0*	*7·0*	*8·0*
		1926-27	8	..	128	7,330	7,466	13·0	..	5·0	7·0	8·0
Jagadhri Light . .	2′ 0″	*1925-26*	*1*	..	*4*	*354*	*359*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1926-27	·1	..	4	313	318	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah . .	2′ 6″	*1925-26*	*2*	*14*	*46*	*2,726*	*2,788*	*21·4*	*20·2*	*18·7*	*15·0*	*15·1*
		1926-27	2	10	47	2,378	2,437	20·9	19·0	20·5	13·9	13·9
Jorhat (Provincial) .	2′ 0″	*1925-26*	..	..	..	*2,634*	*2,634*	..	..	..	*11·0*	*11·0*
		1926-27	..	..	..	2,938	2,938	..	..	..	10·5	10·5
Kalighat-Falta . .	2′ 6″	*1925-26*	*1*	*23*	*120*	*7,420*	*7,564*	*13·0*	*13·0*	*8·0*	*10·0*	*10·4*
		1926-27	1	24	116	7,573	7,714	16·0	9·0	5·0	9·0	9·1
Kulasekarapatnam Light	2′ 0″	*1925-26*	..	..	..	*933*	*933*	..	..	..	*9·9*	*9·9*
		1926-27	..	..	..	1,130	1,130	..	..	..	9·42	9·42
Porbandar State . .	3′ 3⅜″	*1925-26*	*16*	*149*	..	*7,399*	*7,564*	*36·0*	*30·0*	..	*20·0*	*20·0*
		1926-27	13	148	..	7,006	7,167	33·0	30·0	..	20·0	20·0
Tarikere-Narasimharaja-pura Light.	2′ 0″	*1925-26*	..	*15*	..	*1,000*	*1,015*	..	*17·0*	..	*18·0*	*18·0*
		1926-27	..	10	..	890	900	..	19·0	..	18·0	18·0
Tezpore-Balipara . .	2′ 6″	*1925-26*	*	*	*	*	*	*	*	*	*	*
		1926-27	3	..	43	2,527	2,573	15·0	..	11·3	10·0	10·1
Trivellore Light . .	2′ 0″	*1925-26*	..	..	..	*269*	*269*	..	..	..	*2·4*	*2·4*
		1926-27	..	..	..	222	222	..	..	..	2·38	2·38
Udaipur-Chitorgarh .	3′ 3⅜″	*1925-26*	*83*	*221*	*90*	*18,137*	*18,531*	*65·4*	*56·0*	*46·0*	*34·4*	*34·7*
		1926-27	97	219	95	16,507	16,918	64·0	57·0	47·0	33·0	34·0
Total Class III Railways .	..	*1925-26*	*310*	*899*	*2,217*	*150,250*	*153,676*	‖*29·0*	‖*29·1*	‖*15·1*	‖*15·3*	‖*15·4*
		1926-27	291	842	1,939	153,842	156,914	‖30·3	‖27·5	‖14·2	‖14·8	‖14·8

‖ Columns 20 to 24.— In these totals passengers travelling over two or more railways are considered as having made two or more journeys.
*Information not available.
† Shown under class II in the Report for 1925-26.

class II and III Railways for the years 1925-26 and 1926-27.—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands).	Average rate charged for carrying a ton of goods one mile (in pies).
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.	
1	*3*	*11*	*2,01*	*2,16*	*20·0*	*12·0*	*7·00*	*4·00*	*4·00*	*20*	*53*	*73*	*	*	*1,13*	*
1	3	11	2,69	2,84	20·0	12·0	7·00	4·00	4·00	41	20	61	1,167	19·0	1,30	21·4
1	*1*	*6*	*1,68*	*1,76*	*24·0*	*12·0*	*8·00*	*6·00*	*6·10*	*22*	*4*	*26*	*577*	*22·0*	*40*	*12·0*
..	1	6	1,50	1,57	24·0	12·0	8·00	6·00	6·07	22	7	29	643	22·0	42	12·0
..	*2*	..	*41*	*43*	..	*13·2*	..	*6·03*	*6·19*	*10*	..	*10*	*150*	*15·0*	*23*	*29·0*
..	1	..	39	40	..	12·0	..	6·00	6·19	12	..	12	211	16·9	23	20·9
1	..	..	30	31	*20·0*	..	*7·00*	*3·75*	*4·25*	*161*	*4*	*165*	*	*	*2,65*	*
1	..	..	31	32	20·0	..	7·00	3·75	3·83	159	10	169	*	*	2,79	*
..	*1*	..	*66*	*67*	..	*24·0*	..	*4·00*	*4·03*	*134*	*4*	*138*	*4,869*	*35·2*	*1,89*	*7·50*
..	1	..	72	73	..	24·0	..	4·00	4·03	94	6	100	3,595	36·1	1,50	8·01
1	..	*3*	*1,15*	*1,19*	*20·0*	..	*7·00*	*4·00*	*4·00*	*11*	*16*	*27*	*	*	*54*	*
1	..	3	1,28	1,32	20·0	..	7·50	4·00	4·00	21	6	27	520	19·3	49	18·1
4	*14*	..	*3,57*	*3,75*	32·0	12·6	..	*4·97*	*5·13*	*115*	*9*	*124*	*6,152*	*49·6*	*4,24*	13·2
3	13	..	3,39	3 55	30·0	16·0	..	5·00	5·17	113	15	128	5,984	46·8	3,55	11·4
1	..	*4*	*1,42*	*1,47*	*12·0*	..	*6·00*	*4·00*	*4·00*	*15*	*6*	*21*	*	*	*43*	*
1	..	3	1,34	1,38	12·0	..	6·00	4·00	4·00	16	3	19	308	16·2	42	26·2
..	..	..	*14*	*14*	*29·4*	..	*10·8*	*7·34*	*7·42*	*8*	..	*8*	*28*	*3·31*	*10*	*70·6*
..	..	..	12	12	29·0	.	10·0	7·00	7·20	7	..	7	24	3·31	8	73·0
..	*1*	*2*	*85*	*88*	*28·5*	*11*	*8·35*	*5·98*	*6·06*	*8*	*5*	*13*	*312*	*23·1*	*51*	*31·1*
..	1	2	72	75	22·8	11·6	8·17	5·81	5·91	9	7	16	364	23·2	58	30·6
..	..	..	*63*	*63*	..	..	..	*4·30*	*4·30*	*20*	..	*20*	*295*	*14·7*	*1,07*	*69·6*
..	..	..	68	68	..	..	..	4·42	4·42	23	..	23	292	13·1	1,18	75·0
1	*1*	*4*	*2,17*	*2,23*	*22·0*	*11·0*	*7·00*	*5·50*	*5·66*	*37*	*8*	*45*	*847*	*19·0*	*53*	*12·0*
1	1	3	1,83	1,88	20·0	10·0	7·00	4·50	4·65	32	10	42	697	17·0	43	12·0
..	..	..	*29*	*29*	..	..	..	*6·00*	*6·00*	*16*	..	*16*	*143*	*9·2*	*43*	*57·9*
..	..	..	35	35	..	..	..	6·00	6·00	12	..	12	110	9·06	33	57·7
1	*7*	..	*1,35*	*1,43*	*18·0*	*9·00*	..	*3·50*	*3·64*	*116*	*24*	*140*	*3,542*	*25·0*	*2,08*	*11·3*
1	7	..	1,27	1,35	18·0	9·00	..	3·50	3·63	116	27	143	3,561	25·0	2,06	11·0
..	*1*	..	*18*	*19*	..	*12·0*	..	*4·00*	*4·00*	*7*	..	*7*	*176*	*25·6*	*37*	*40·4*
..	1	..	16	17	..	12·0	..	3·00	4·00	7	..	7	149	22·9	32	41·8
1	..	*1*	*57*	*59*	*	*	*	*	*	*21*	..	*21*	*	*	*1,19*	*
..	..	2	59	61	30·0	*	7·42	4·50	4·58	20	..	20	1	*	1,12	*
..	..	..	*7*	*7*	..	..	..	*6·00*	*6·00*	*3*	..	*3*	*	*2·37*	*3*	*
..	..	..	6	6	..	..	..	6·00	6·00	2	..	2	*	2·37	1	*
10	*14*	*2*	*2,83*	*3,09*	*24·0*	*12·0*	*4·46*	*2·99*	*3·19*	*29*	*20*	*49*	*1,745*	*35·0*	*1,75*	*19·2*
12	14	2	2,58	2,86	24·0	12·0	4·00	3·00	3·00	22	22	44	1,525	35·0	1,75	22·0
34	*53*	*76*	*34,28*	*35,91*	*21·1*	*11·3*	*6·58*	*4·37*	*4·48*	*943*	‖*214*	‖*1,157*	*22,895*	‖*31·8*	*25,04*	*14·0*
29	52	62	33,85	35,28	19·1	11·8	6·14	4·22	4·30	911	‖177	‖1,088	28,072	‖30·6	23,54	14·4

‖ Columns 36 and 37 and 39—In these totals consignments passing over two or more Railways are considered as two or more separate consignments.

36.—*Statistics of Train miles, other engine miles and Coal*

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles. (in thousands).
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class II.										
Barsi Light	2′ 6″	*1925-26*	*66*	*202*	*17*	*285*	*51*	*5*	*56*	*341*
		1926-27	166	159	19	344	50	4	54	398
Bengal Dooars	3′ 3⅜″	*1925-26*	*1*	*289*	*44*	*359*	*30*	*11*	*41*	*400*
		1926-27	1	282	42	338	·35	15	50	388
Bhavnagar State	3′ 3⅜″	*1925-26*	*375*	*198*	*122*	*703*	*123*	*14*	*137*	*840*
		1926-27	364	189	95	658	120	14	134	792
Bikaner State	3′ 3⅜″	*1925-26*	*5*	*717*	*281*	*1,021*	*70*	*11*	*81*	*1,102*
		1926-27	8	738	313	1,063	81	48	129	1,192
Darjeeling-Himalayan	2′ 0″	*1925-26*	*45*	*247*	*254*	*546*	*56*	..	*56*	*602*
		1926-27	37	250	254	542	54	21	75	617
Dibru-Sadiya	3′ 3⅜″	*1925-26*	..	*175*	*95*	*270*	*227*	*1*	*228*	*498*
		1926-27	..	213	103	316	253	..	253	569
Gaekwar's Baroda State.	2′ 6″	*1925-26*	*91*	*443*	*18*	*575*	*179*	*9*	*188*	*763*
		1926-27	147	408	11	589	163	7	170	759
Gondal	3′ 3⅜″	*1925-26*	*252*	*166*	*88*	*508*	*115*	*18*	*133*	*641*
		1926-27	250	154	87	498	123	21	144	642
Howra Amta Light	2′ 0″	*1925-26*	*150*	*60*	*27*	*237*	*9*	*2*	*11*	*248*
		1926-27	157	66	22	245	7	1	8	253
Jamnagar and Dwarka	3′ 3⅜″	*1925-26*	*2*	*184*	*9*	*195*	*25*	*2*	*27*	*222*
		1926-27	1	189	25	215	53	1	54	269
Junagad State	3′ 3⅜″	*1925-26*	*64*	*138*	*27*	*232*	*63*	*17*	*80*	*312*
		1926-27	68	157	36	277	67	22	89	366
Morvi	3′ 3⅜″	*1925-26*	*104*	*151*	*14*	*277*	*30*	..	*30*	*307*
		1926-27	132	134	16	293	32	..	32	325
Mysore	3′ 3⅜″	*1925-26*	*188*	*271*	*138*	*640*	*71*	*7*	*78*	*718*
		1926-27	236	265	131	646	69	..	69	715
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1925-26*	..	*91*	*28*	*125*	*13*	..	*13*	*138*
		1926-27	..	94	24	121	13	..	13	134
Total Class II Railways	..	*1925-26*	*1,343*	*3,332*	*1,162*	*5,973*	*1,062*	*97*	*1,159*	*7,132*
		1926-27	1,567	3,298	1,178	6,145	1,120	154	1,274	7,419
Class III.										
Aden	3′ 3⅜″	*1925-26*	..	*26*	..	(*a*) *26*	*2*	..	*2*	*28*
		1926-27	..	25	..	**26	4	..	4	30
Ahmadpur-Katwa	2′ 6″	*1925-26*	*31*	*37*	..	*68*	*9*	*20*	*29*	*97*
		1926-27	34	43	..	77	10	20	30	107
Arakan Light	2′ 6″	*1925-26*	..	*13*	..	*13*	..	..	..	*13*
		1926-27	*	*	*	*	*	*	*	*
Arrah-Sasaram Light	2′ 6″	*1925-26*	*1*	*88*	*3*	*92*	*7*	..	*7*	*99*
		1926-27	..	90	6	96	6	1	7	103
Bangalore-Chik Ballapur Light†	2′ 6″	*1925-26*	..	*154*	*3*	*158*	*15*	*2*	*17*	*175*
		1926-27	..	164	2	168	18	..	18	186
Bankura Damoodar River	2′ 6″	*1925-26*	..	*94*	..	*94*	*25*	*19*	*44*	*138*
		1926-27	..	110	2	112	29	18	47	159
Barasat-Basirhat Light	2′ 6″	*1925-26*	*40*	*87*	*12*	*139*	*8*	..	*8*	*147*
		1926-27	8	103	3	186	4	1	5	191
Bengal Provincial	2′ 6″	*1925-26*	..	*92*	..	*92*	*5*	..	*5*	*97*
		1926-27	1	98	2	101	7	..	7	108
Bukhtiarpur Bihar Light	2′ 6″	*1925-26*	..	*66*	*2*	*69*	*14*	..	*14*	*83*
		1926-27	13	63	4	80	13	..	13	93

† Information
‡ Includes the
* Closed for all kinds
** Excludes 18,575
(*a*) Excludes 19,814
(*b*) 2½ Tons of Wood=1 Ton of Coal and ·55.

consumption of Class II and III Railways for the years 1925-26 and 1926-27.

Number of tons of fuel consumed.					Average cost at pit's mouth or at station of supply.				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives.			
Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal). (b)	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Foreign Coal.	Indian Coal.	Wood	Oil fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	*6,365*	*12*	..	*6,370*	..	*9·25*	*10·25*	..	..	*21·25*	*10·25*	..
..	7,507	20	..	7,515	..	6·25	7·43	..	..	13·43	7·43	..
..	*9,913*	..	..	*9,913*	..	*5·67*	..	..	..	*13·67*	..	..
..	8,256	..	..	8,256	..	5·14	..	..	..	12·32	..	..
..	*18,774*	*37*	*10*	*18,827*	..	*5·50*	*18·07*	*3·14*	..	*20·56*	*18·07*	*3·14*
..	14,817	34	..	14,831	..	5·47	12·22	..	..	20·68	12·:2	..
..	*32,586*	*340*	..	*32,722*	..	*6·52*	*10·00*	..	..	*17·75*	*10·00*	..
..	32,595	248	..	32,694	..	5·31	10·00	..	..	17·30	10·00	..
...	*14,739*	..	..	*14,739*	..	*6·50*	..	..	..	*14·15*	..	..
..	13,602	..	..	13,602	..	6·59	..	..	..	13·53	..	..
..	*10,826*	..	..	*10,826*	..	*16·00*	..	..	..	*16·00*	..	..
..	12,949	..	..	12,949	..	16·00	..	..	..	16·00	..	..
...	*12,461*	*132*	..	*12,514*	..	*5·61*	*4·94*	..	..	*19·72*	*4·94*	..
..	10,380	153	..	10,441	..	4·37	5·87	..	..	17·87	6·37	..
2,172	*12,912*	*53*	..	*15,105*	..	*5·60*	..	..	*45·0*	*22·40*	*16·60*	..
727	13,834	44	..	14,579	22·7	5·50	†	..	45·0	21·6	16·30	..
..	*4,797*	..	..	*4,797*	..	*5·19*	..	..	..	*9·80*	..	..
..	4,362	..	..	4,362	..	4·37	..	..	..	9·29	..	..
..	*7,240*	*32*	..	*7,253*	..	*5·61*	*14·90*	..	..	*22·40*	*16·03*	..
..	7,780	45	..	7,798	..	4·75	36·05	..	..	19·99	36·05	..
..	*6,920*	*51*		*6,940*	..	*6·58*	*18·00*	..	..	*23·09*	*18·00*	..
..	7,365	64	..	7,390	..	..	19·49	..	..	22·78	19·49	..
..	*8,417*	*98*		*8,456*	..	*5·20*	*6·90*	..	..	*19·60*	*6·90*	..
..	9,267	72	..	9,296	..	4·13	8·93	..	..	18·11	8·93	..
...	*17,703*	*274*		*17,813*	..	*5·50*	*10·50*	..	..	*25·00*	*10·50*	..
..	17,289	272	..	17,398	..	6·00	10·50	..	..	25·00	10·50	..
..	*2,105*	*13*	..	*2,110*	..	*6·63*	*27·00*	..	..	*16·56*	*27·00*	..
..	2,040	13	..	2,045	..	5·43	27·00	..	..	15·31	27·00	..
2,172	*165,758*	*1,042*	*10*	*168,365*	..	..	..	..	..	..	..	..
727	162,043	965	..	163,156	..	..	..	..	..	..	..	..
553	*129*	..	..	*682*	*28·24*	*33·00*	..	..	*28·24*	*33·00*	..	..
562	..	..	..	562	27·07	..	..	..	27·07	..	..	..
..	*1,385*	..	..	*1,385*	..	*5·00*	..	..	..	*7·86*	..	..
..	1,414	..	..	1,414	..	4·75	..	..	..	8·20	..	..
..	*293*	*282*	..	*406*	..	..	..	..	..	*29·00*	9·13	..
*	*	*	*	*	*	*	*	*	*	*	*	*
..	*1,661*	..		*1,661*	..	*5·19*	..	..	..	*9·91*	..	..
..	1,661	..	..	1,661	..	4·37	..	..	..	9·75	..	..
..	*2,919*	*112*		*2,964*	..	*5·50*	*10·50*	..	..	*25·00*	*10·50*	..
..	2,875	112	..	2,920	..	6·00	10·50	..	..	23·00	10·50	..
..	*2,958*	..	..	*2,958*	..	*5·00*	..	..	..	*6·75*	..	..
..	3,251	..	..	3,251	..	4·75	..	..	..	6·68	..	..
..	*2,535*	..	..	*2,535*	..	*5·20*	..	..	..	*9·80*	..	..
..	3,237	..	..	3,237	..	4·37	..	..	..	9·37	..	..
..	*1,594*	..	..	*1,594*	..	*4·00*	..	..	..	*7·00*	..	..
..	1,724	..	..	1,724	..	2·75	..	..	..	6·69	..	
..	*1,170*	..	..	*1,170*	..	*5·19*	..	..	..	*9·92*	..	..
..	1,231	..	..	1,231	..	4·37	..	..	..	9·62	..	..

not available.
Kolar District Light Railway.
of traffic.
Motor Coach miles.
Motor Coach Miles.
ton of Oil fuel=1 Ton of Coal.

36.—*Statistics of Train miles, other engine miles and Coal consumption*

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and others. Engine miles (in thousands).			Total engine miles. (in thousands)
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class III—*concld.*										
Burdwan-Katwa	2′ 6″	*1925-26*	*38*	*44*	..	*82*	*10*	*20*	*30*	*112*
		1926-27	47	57	..	104	10	21	31	135
Cutch State	2′ 6″	*1925-26*	*1*	*26*	..	*27*	*7*	..	*7*	*34*
		1926-27	1	27	..	28	6	..	6	34
Dehri-Rohtas Light	2′ 6″	*1925-26*	..	*50*	..	*50*	..	..	..	*50*
		1926-27	..	51	..	51	20	1	21	72
Dholpur-Bari	2′ 6″	*1925-26*	*3*	*80*	..	*83*	*10*	*3*	*13*	*96*
		1926-27	5	66	..	71	10	3	13	84
Futwah-Islampur	2′ 6″	*1925-26*	..	*39*	..	*40*	*4*	..	*4*	*44*
		1926-27	..	39	..	40	4	..	4	44
Gwalior Light*	2′ 0″	*1925-26*	*117*	*182*	*65*	*363*	*38*	*2*	*40*	*403*
		1926-27	45	179	77	330	41	2	43	373
Howrah-Sheakhala Light	2′ 0″	*1925-26*	*20*	*39*	..	*60*	*2*	*1*	*3*	*63*
		1926-27	20	39	1	60	2	..	2	62
Jagadhri Light	2′ 0″	*1925-26*	..	*15*	..	*15*	*1*	..	*1*	*16*
		1926-27	..	16	..	16	1	..	1	17
Jessore-Jhenidah	2′ 6″	*1925-26*	..	*63*	*2*	*66*	*21*	*27*	*48*	*114*
		1926-27	..	81	..	82	26	37	63	145
Jorhat (Provincial)	2′ 0″	*1925-26*	*8*	*35*	*3*	*46*	..	..	..	*46*
		1926-27	8	45	1	55	..	..	..	55
Kalighat-Falta	2′ 6″	*1925-26*	*20*	*92*	..	*112*	*89*	*21*	*110*	*222*
		1926-27	42	85	..	127	105	28	133	260
Kolar District†	2′ 6″	*1925-26*	..	..	..	..	..	..	..	..
		1926-27	..	..	..	..	..	..	..	..
Kulasekarapatnam Light	2′ 0″	*1925-26*	..	*16*	..	*16*	..	..	..	*16*
		1926-27	..	27	..	27	..	..	..	27
Porbandar State	3′ 3½″	*1925-26*	*51*	..	*24*	*75*	*26*	..	*26*	*101*
		1926-27	51	..	24	76	32	1	33	109
Tarikere-Narasimharajapura Light.	2′ 0″	*1925-26*	..	*20*	*16*	*40*	*1*	*2*	*3*	*43*
		1926-27	..	20	8	34	1		1	35
Tezpore-Balipara Light	2′ 6″	*1925-26*	..	*38*	..	*38*	..	..	..	*38*
		1926-27	..	37	..	37	..	..	..	37
Trivellore Light	2′ 0″	*1925-26*	*10*	..	*3*	*13*	..	..	..	*13*
		1926-27	7	..	1	8	..	..	..	8
Udaipur-Chittorgarh	3′ 3½″	*1925-26*	..	*101*	*3*	*104*	*8*	..	*8*	*112*
		1926-27	1	101	3	105	8	..	8	113
Total Class III Railways	..	*1925-26*	*340*	*1,497*	*136*	*1,981*	*302*	*117*	*419*	*2,400*
		1926-27	283	1,566	134	2,097	357	133	490	2,587

* Shown under Class II in the report by the
† Included with the Bengalore Chik
(*a*) 2½ Tons of Wood=1 Ton of Coal and ·55

of Class II and III Railways for the years 1925-26 and 1926-27—concld.

Number of tons of fuel consumed.					Average cost at pit's mouth or at station of supply.				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives.			
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	*2,189*	..	..	*2,189*	..	*5·00*	..	..	..	*7·86*	..	..
..	2,092	..	..	2,092	..	4·75	..	..	..	8·20	..	..
368	..	*5*	..	*370*	*41·5*	..	*7·60*	..	*41·50*	..	*7·60*	..
369	..	2	..	370	..	..	..	..	31·00	..	7·60	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	2,570	..	..	2,570	..	5·70	..	..	..	10·50	..	..
..	*1,816*	*4*	..	*1,817*	..	*11·00*	*7·88*	..	..	*21·48*	*7·88*	..
..	1,231	4	..	1,233	..	7·00	10·00	..	..	16·01	11·45	..
..	*733*	..	..	*733*	..	*5·19*	..	..	..	*10·25*	..	..
..	626	..	..	626	..	4·37	..	..	..	9·50	..	..
..	*6,983*	*4*	..	*6,984*	..	*6·50*	*6·00*	..	..	*15·80*	*6·00*	..
..	6,667	4	..	6,668	..	5·37	6·00	..	..	15·80	6·00	..
..	**1,195*	..	..	*1,195*	..	*5·19*	..	..	..	*9·30*	..	..
..	1,091	..	..	1,091	..	4·37	..	..	..	9·30	..	
..	*199*	*3*	..	*200*	..	*4·50*	*27·00*	..	..	*14·00*	*27·00*	..
..	180	9	..	183	..	20·00	14·00	..	..	20·00	14·00	..
..	*1,707*	..	..	*1,707*	..	*6·00*	..	..	..	*11·00*	..	..
..	1,860	..	..	1,860	..	5·37	..	..	..	10·37	..	..
..	*972*	..	..	*972*	..	*4·75*	..	..	..	*15·64*	..	..
..	1,317	..	..	1,317	..	3·75	..	..	..	14·00	..	..
..	*3,609*	..	..	*3,609*	..	*5·00*	..		..	*9·91*	..	..
..	3,787	..	..	3,787	..	4·75	..	..	..	10·32	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	*2,789*	*7*	..	*2,792*	..	*7·00*	*9·00*	..	..	*25·00*	*9·00*	..
..	2,833	8	..	2,836	..	7·00	6·00	..	..	24·00	6·00	..
..	*622*	*32*	..	*635*	..	*5·50*	*10·50*	..		*25·00*	*10·50*	..
..	434	27	..	445	..	6·00	10·50	..	..	26·00	10·50	..
..	*702*	..	..	*702*	..	..	..	..	..	*27·00*	..	..
..	709	..	..	709	..	..	..	..	..	27·00	..	..
..	..	*349*	..	*140*	..	..	*9·50*	..	..	..	*9·50*	..
..	23	107	..	66	..	..	..	..	..	*21·00*	12·50	..
..	*1,593*	*19*	..	*1,606*	..	*7·37*	*7·00*	..	..	*19·51*	*7·00*	..
..	1,636	30	..	1,648	..	6·75	7·00	..	..	18·75	7·00	..
921	*39,758*	*817*	..	*41,006*	..	..	..	..	..	..	..	..
931	42,449	303	..	43,501	..	..	..	..	..	..	..	..

Railway Board on Indian Railways for 1925-26.
Balapur Light railway.
Ton of Oil fuel = 1 Ton of Coal.

APPENDICES.

H47RAR

APPEN

Value of Stores Purchased by the Principal Railways during the

Note— Columns headed *A* indicate Value of store
B indicate Value of imported
C indicate Value of stores of

,,

Stores purchased.	Assam Bengal.			Bengal and North-Western.			Bengal Nagpur.*		
	A	B	C	A	B	C	A	B	C
1. Bridge work	..	11	5	218	..	..	76	39	3,39
2. Engineers' plant, excluding petty tools.	33	14	11	7	6	..	5,93	1,59	1,64
3. Workshop machinery and heavy tools.	18	6	...	6	3	..	2,90	4,30	3
4. Permanent-way :—									
(*a*) Rails	..	...	12	..	...	5,33	71	11	53
(*b*) Steel sleepers ..	..	...	...	..	...	..	7,86	1	4,76
(*c*) Cast iron sleepers	..	...	...	...	...	...	..	..	1,16
(*d*) Wooden sleepers	..	3,09	7,26	..	...	4,84	..	4,87	14,58
(*e*) Chairs and fastenings.	11	25	33	91	...	41	4	2,84	42
(*f*) Concrete sleepers	..	...	...	..	...	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	17	56	11	69	11	1	15,36	1,42	1,09
(*b*) Coaching stock ..	..	...	...	..	...	..	..	..	..
(*c*) Goods stock ..	101	...	..	1,53	..	..	—10	..	..
(*d*) Spare parts—coaching and goods stock.	19	21	16	1,46	21	1	3,86	7,64	65
(*e*) Motor cars ..	1	1	..	..	..	..	..	..	..
6. Building and station materials and fencing.	3,20	1,08	76	14	21	10	14	2,09	3,22
7. Tools and Stores :—									
(*a*) Tools and cutlery	7	32	4	7	41	2	15	2,01	31
(*b*) Steel (excluding permanent-way materials).	..	57	24	14	14	..	15	1,20	12
(*c*) Iron (excluding permanent-way materials).	..	15	19	49	1,33	2	12	1,07	10
(*d*) Other metals ..	1	1,13	..	45	78	2	23	14	..
(*e*) Timber ..	..	1	1,46	..	...	2,94	..	..	9,21
(*f*) Oils	..	51	1,18	..	2,11	43	1	7,29	1,50
(*g*) Portland cement	..	..	55	..	...	6	..	50	1,51
(*h*) All other stores	17	1,86	1,09	77	2,72	2,76	1,30	20,51	6,93
8. Electrical plant and materials.	1,98	2,90	..	23	94	..	19	6,24	4
9. Other materials (Coal & Coke Stone, Lime ballast, etc.)	..	..	11,25	..	..	20,42	..	..	44,31
Total ..	7,43	12,96	24,90	9 19	9,05	37,37	39,61	64,22	95,50

* Includes figures for Vizagapatam Harbour construction.

DIX A.

year 1926-27. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. *		
A	B	C	A	B	C	A	B	C	A	B	
1,91	..	99	1,68	2	14	..	52	90	9,64	22	10,24
1	29	5	26	15	..	63	1,65	14	10,35	97	1,14
2,06	79	2	2,44	3	..	1,76	1,86	5	12,43	3,96	42
..	1	24,05	2,49	1	79	..	..	7,44	14	76	19,36
11,75	..	49	..	..	..	..	..	1,28	..	2,08	46
..	..	..	..	..	..	..	..	1,02	..	31	1,51
..	..	21,95	..	..	3,32	..	..	24,12	..	..	46,32
4,04	74	3,42	3,46	1	3	53	19	1,26	12	1	2,16
..	..	..	..		..	.	..	..	..	..	..
6,69	1,16	16,28	2,60	3	4	2,01	19	1,08	6,81	28	2
..	..	..	1,11	..	..	..	..	7	37,25	..	..
..	..	..	17,85	..	..	..	..	..	2,83	..	49,43
13,55	2,02	6,89	3,80	1	...	2,57	1,36	1,24	34,52	5,82	1,33
5	18	..	..	1	1	..	3	..	..	69	17
2,37	3,84	2,26	1,14	35	1,00	75	2,65	1,90	4,87	3,94	0,51
1,39	4,07	68	56	22	..	5	1,79	32	68	2,37	27
4,24	4,57	24	99	79	9	..	17	8	2,64	1,85	2,69
1,35	89	49	24	70	54	4	1,87	2,53	2,30	2,11	70
2,41	5,73	1,18	9	8	45	..	97	1,75	2,94	9,29	..
..	..	12,44	..	..	11,88	..	..	4,19	..	..	28,96
..	6,43	6,55	..	53	2,95	..	3,62	2,61	..	16,47	3,28
..	16	3,81	58	98	32	..	20	81	..	3	5,81
3,89	13,43	10,05	2,90	3,25	4,08	83	10,98	10,85	4,82	27,63	75,23
32,32	9,92	1	66	82	..	34	7,05	6	4,95	8,70	2,07
..	..	46,85	..	..	39,43	..	..	30,99	..	..	43,16
88,03	54,23	1,58,70	42,85	7,97	65,07	9,51	35,10	94,69	1,37,29	87,49	3,02,32

* Includes figures for Central Indian Coalfield Railway.

APPEN

Value of Stores purchased by the Principal Railways during the

NOTE—: Columns headed *A* indicate Value of stores

,, *B* indicate Value of imported

,, *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	2,19	..	..	4,75	..	..	2,62	2,25	1,36
2. Engineers' plant, excluding petty tools.	2,08	1,47	14	29	3	..	25	8,64	85
3. Workshop machinery and heavy tools.	10,60	8,99	1	4,90	2	..	37	6,29	2
4. Permanent-way :—									
(a) Rails	3	..	10,00	1,37	..	9	..	..	80,71
(b) Steel sleepers ..	8,64	..	..	..	..	..	1,05	..	1,40
(c) Cast iron sleepers	1,36	..	2,45	..	..	..	..	..	86,34
(d) Wooden sleepers	..	6,35	21,10	..	..	31,05	..	..	69,10
(e) Chairs and fastenings.	3,63	1	6,28	4,35	1	31	20,23	55	14,00
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts.	8,67	3,03	12	14,10	84	7	9,23	3,95	22
(b) Coaching stock ..	22,60	..	..	41	35	7	46,44	12,20	..
(c) Goods stock ..	32	..	..	33	3	1,47	2,46	4,22	..
(d) Spare parts—coaching and goods stock.	29,49	12,10	1,75	4,85	1,12	32	6,35	7,30	30
(e) Motor cars ..	..	37	..	..	..	..	2	46	..
6. Building and station materials and fencing.	2,11	10,08	4,84	1,43	16	2,57	93	6,79	1,62
7. Tools and stores :—									
(a) Tools and cutlery	2,12	2,29	47	1,01	1,05	17	48	3,91	38
(b) Steel (excluding permanent-way materials).	2,75	6,40	2	4,56	2,92	6	2,96	7,91	7,80
(c) Iron (excluding permanent-way materials).	16	79	75	33	1,17	72	..	3,13	5,12
(d) Other metals ..	3,59	8,23	55	3,31	3,85	20	..	3,89	5,06
(e) Timber ..	..	18	25,96	..	..	6,13	..	..	17,09
(f) Oils ..	..	13,06	1,89	3	6,91	1,36	..	2,41	24,78
(g) Portland cement	..	..	1,96	1,29	33	1	..	..	5,77
(h) All other stores	7,53	20,50	18,56	3,56	6,48	5,83	5,64	16,60	16,84
8. Electrical plant and materials.	29,42	13,02	11	6,10	79	33	1,97	15,82	8
9. Other materials (Coal and Coke stone, lime, balast, etc.).	..	..	67,09	..	..	45,22	..	..	1,11,53
Total ..	1,37,29	1,06,87	1,64,05	56,97	26,06	95,98	1,01,00	1,06,32	4,50,42

DIX A—*concld.*

ear 1926-27. (In thousands of rupees.)—concld.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total		
A	B	C	A	B	C	A	B	C
..	..	..	2,50	1,32	11	28,23	4,83	17,18
..	2	..	98	1,32	5	21,18	16,33	4,12
..	2	..	4,10	46	..	41,80	26,81	56
..	..	..	2,12	27	28	6,86	1,16	1,43,70
..	..	..	46	4,30	..	29,76	6,39	8,39
..	..	..	1,08	16	..	2,44	47	92,48
..	..	1,05	..	10,49	15,52	..	24,80	2,60,26
6	..	..	8,23	82	1,69	45,71	5,43	30,31
..	..	..	..	..	..	..	..	..
7	6	..	5,68	8	1	72,08	11,71	19,05
2	2	..	7,55	..	..	1,15,38	12,57	14
3	..	..	8,18	..	..	34,44	4,25	50,90
2	7	..	4,25	58	22	1,04,91	38,44	12,86
..	..	..	1	..	..	9	1,75	18
1	4	..	7,33	6,15	87	24,42	37,38	25,65
2	15	4	50	93	19	7,10	19,52	2,89
..	5	..	2	1,49	5	18,45	28,06	11,39
..	46	..	1,31	1,39	3	6,34	15,06	11,19
..	16	..	2,12	97	4	15,15	35,22	9,25
..	..	38	..	2	282	..	21	1,23,46
..	7	56	..	3,56	1,49	4	62 97	48,58
..	..	2	..	2,19	65	1,87	4,39	21,28
3	68	61	3,28	6,31	4,81	34,72	1,30,93	1,57,64
..	21	..	8,12	1,49	20	86,28	67,90	3,90
..	..	640	..	..	21,97	.	..	4,88,60
26	2,01	9,06	67,82	44,30	5',00	6,97,25	5,56,58	15,43,96

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1924-25	29,37,572	617,996	7,345	73,511	698,852
			1925-26	30,29,180	619,794	..	101 582	721,376
			1926-27	31,51,006	543,136	4,278	104,654	652,068
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1924-25	7,13,874	37,000	..	6,626	43,626
			1925-26	8,53,754	52,862	..	5,800	58,662
			1926-27	10,35,608	44,993	4,160	7,274	56,427
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1924-25	52,79,523	520,353	7,882	124,410	652,645
			1925 26	56,04,489	558,356	96,941	108,325	763,622
			1926-27	56,45,474	560,611	112,516	82,192	755,319
Mohpani	Great Indian Peninsula Railway.	Central Provinces.	1924-25	9,09,201	67,718	3,623	..	71,341
			1925-26	8,13,981	71,975	4,539	..	76,514
			1926 27	5,68,512	47,616	2,202	19†	49,837
Bhurkunda	Great Indian Peninsula Railway.	Bihar and Orissa.	1924-25	26,58,608	..	..	..	.
			1925-26	28,81,585	5,295	..	..	5,295
			1926-27	36,51,327	8,048	..	..	8,048
Kargali	Great Indian Peninsula Railway.	Bihar and Orissa.	1924-25	30,63,420	510,611	9,527	8,707	528,845
			1925-26	44,96,483	563,222	36,257	5,960	605,439
			1926-27	48,26,068	618,357	45.471	14,686	678,514
Khost	North Western Railway.	Baluchistan ..	1924-25	2.73,916	2,498	..	18,888	21,386
			1925-26	2,73,662	1,100	..	6,447	7,547
			1926-27	..	..	..	..	..
Khost Pressed Fuel Factory	North Western Railway.	Baluchistan ..	1924-25	20,028	.	..	..	16,773
			1925-26	48,092	..	..	.	5,934
			1926-27	..	..	..	..	..
Argada	B. N. Railway	Bihar and Orissa.	1925-26	28,28,315	*	*	*	*
			1926-27	28,84,639	144,021	..	7,712	151,733
Talchar Coalfield ..	M. & S. M. Railway.	Bihar and Orissa.	1925-26	1,05,069	..	..	..	..
			1926-27	1,09,348	..	..	..	..
Jarangdih	B., B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1925-26	51,46,078	..	..	..	..
			1926-27	58,37,530	..	..	..	..
Raligara	B., B. & C. I. and M. S. & M. Railways.	Bihar and Orissa.	1925-26	16,92,722	..	..	..	..
			1926-27	17,72,709	..	..	..	..
Kedla Joint	E. I. and B. N. Railways.	Bihar and Orissa.	1925-26	73,786	..	..	..	..
			1926-27	1,15,032	..	..	..	..

* Not available. Colliery entered into

† Splint.

DIX B.

for the years 1924-25 to 1926-27.

Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17
Tons.	Rs.	Rs.		Tons.			
698,482	17,64,185	2·52	6,002	116	2	20	
721,236	17,25,112	2·39	1,728	418	3	14	
651,938	17,69,382	2·71	2,035	320	2	5	
43,423	‡	‡	242	180	..	..	
58,263	‡	‡	312	188	..	1	
56,126	‡	‡	290	195	..	3	‡ Development still in progress. No working account opened.
652,792	35,29,003	5·41	8,468	77	8	19	
760,359	32,99,614	4·32	4,875	157	8	36	
752,100	30,28,288	4·03	5,395	139	6	27	
76,589	6,94,117	9·73	1,345	53	2	2	Decrease in Capital outlay is due to Credit on account of sinking fund, and transfer and sale of plant and machinery owing to the closing down of colliery from 31st December 1926.
75,761	7,14,221	9·33	1,528	50	..	..	
51,717	5,57,300	11·2	1,016	49	..	2	
..	..	..	50	..	1	..	
..	..	..	50	105	..	..	
3,840	..	..	55	146	..	..	
529,097	18,50,664	3·50	3,605	144	3	5	
603,819	17,14,678	2·83	4,041	150	1	2	
678,514	18,80,794	2·77	5,311	128	3	8	
23,329	3,07,970	14·4	484	44	6	3	
7,882	90,240	12·0	159	47	1	1	Closed down on 1st October 1925.
..	..	..	..	..	..	..	
16,773	3,77,441	22 5	22	762	1	..	
5,934	1,26,370	21·3	15	396	..	..	
..	..	..	..	..	..	..	Closed down on 1st October 1925.
*	*	*	*	*	*	*	
151,532	5,17,332	3·41	518	293	..	2	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	650	..	1	3	
..	..	..	800	..	1	6	Development still in progress. Do not issue any coal as yet.
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	

the production (Revenue) stage from 1st April 1926.

APPENDIX C.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1925-26 and 1926-27.

Railway.	Number of servants employed.														Remarks.
	Europeans.		Statutory Indians.										Grand total.		
			Hindus.		Muslims.		Anglo-Indians.		Other classes.		Total.				
	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CLASS I.															
Assam-Bengal ..	69	74	7,763	8,449	3,603	4,151	252	295	114	113	11,732	13,008	11,801	13,082	
Bengal and North-Western	112	110	23,646	23,391	3,129	2,986	194	202	139	157	27,108	26,736	27,220	26,846	
Bengal-Nagpur ..	(a) 660	699	51,771	51,881	6,419	6,852	1,287	1,179	514	1,101	59,991	61,313	(a) 60,651	62,012	(a) Revised figures.
Bombay, Baroda and Central India.	340	335	57,434	57,567	12,456	12,638	1,177	1 162	2,943	2 921	74,010	74,288	(a) 74,350	74,623	
Burma	(a) 119	122	14,397	15,809	3,036	2,668	(a) 573	656	5,052	5,832	23,003	24,965	27,182	25,087	
Eastern Bengal ..	325	330	38,421	39,038	14,044	15,668	609	625	172	238	53,246	55,619	53,571	55,949	
East Indian ..	1,241	1,160	105,693	107,783	28,119	29,055	2,562	2,361	756	944	137,130	140,143	(a) 138,371	141,303	
Great Indian Peninsula	725	689	85,074	84,604	12,215	12,394	1,768	1,907	4,455	5,283	103,512	104,188	104,237	104,877	
Jodhpur	27	31	5,470	6,029	1,643	2,097	17	16	82	84	7,212	8,226	7,239	8,257	
Madras and Southern Mahratta.	247	250	41,167	43,112	5,666	5,787	2,207	2 260	2,357	2,343	51,397	53,502	51,644	53,752	
Nizam's Guaranteed State	84	75	10,422	10,047	2,797	2,724	332	335	639	623	14,190	13,729	14,274	13,804	
North-Western ..	786	840	44,882	45,592	67,052	63,101	1,235	1,223	1,911	1,376	115,080	111,291	115,866	112,131	
Rohilkund and Kumaon	19	23	3,721	3,923	2,024	2,072	28	28	6	4	5,779	6,027	5,798	6,050	
South Indian ..	166	171	26,805	27,795	1,932	2,069	1,313	1,345	2,772	2,851	32,872	34,060	(a) 33,038	34,231	
Total ..	4,920	4,909	516,666	525,070	164,185	164,262	13,559	13,894	21,912	23,869	716,322	727,095	(a) 721,242	732,004	
CLASS II.															
Barsi Light ..	7	7	845	882	182	159	3	3	35	45	1,065	1,089	1,072	1,096	
Bengal-Dooars ..	6	4	1,438	1,426	235	223	3	4	27	56	1,703	1,709	1,709	1,713	
Bhavnagar State ..	3	4	2,539	2,515	243	234	1	1	39	54	2,822	2,804	2,825	2,808	
Bikaner State ..	9	9	2,862	2,880	740	735	4	4	7	8	3,613	3,627	3,622	3,636	
Darjeeling-Himalayan	13	13	1,870	1,904	80	82	20	18	26	25	1,996	2,029	2,009	2,042	
Dibru-Sadiya ..	13	12	2,419	2,412	218	274	6	5	16	13	2,659	2,704	2,672	2,716	
Gaekwar's Baroda State..	2	2	2,803	2,892	251	283	7	9	82	77	3,143	3,261	3,145	3,263	
Gondal ..	1	..	(a) 1,239	1,283	(a) 83	73	..	..	8	7	1,330	1,363	1,331	1,363	
Howrah-Amta Light	2	3	837	819	143	144	10	11	..	..	990	974	992	977	
Jamnagar and Dwarka	1	1	853	879	123	172	..	..	4	7	980	1,058	981	1,059	
Junagad State ..	1	1	906	923	191	205	5	6	12	8	1,114	1,142	1,115	1,143	
Morvi	..	..	586	663	50	32	..	..	1	1	637	696	637	696	
Mysore	4	4	903	904	123	131	31	27	76	80	1,133	1,142	1,137	1,146	
Shahdara (Delhi) Saharanpur.	3	4	484	327	180	279	..	1	2	1	666	608	669	612	
Total ..	65	64	(a) 20,584	20,709	(a) 2,842	3,026	90	89	335	382	23,851	24,206	23,916	24,270	
Class III, Total * ..	23	25	4,989	5,146	1,059	1,034	26	24	348	50	6,422	6,254	6,445	6,279	
Grand Total ..	5,008	4,998	542,239	550,925	168,086	168,322	13,675	14,007	22,595	24,301	746,595	757,555	(a) 751,603	762,553	

*Includes figures for both years for the Gwalior Light Railway shown under Class II in the Report for 1925-26 and excludes figures for 1926-27 for the Arakan Light Railway closed for traffic from 1st June 1926.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1926-27 and the preceding four years.

Class of accidents.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.
I.—*Accidents to trains*—					
Collisions—					
Passenger trains	68	82	79	65	75
Other trains and light engines	236	346	403	375	446
Derailments—					
Passenger trains	300	346	404	347	381
Other trains	3,236	3,543	4,011	4,397	4,946
II.—*Accidents due to failure of engines and rolling-stock*—					
Failures of engines due to faulty design, material or workmanship in the Mechinical Department.					
(1) boilers and tubes	353	364	276	275	169
(2) machinery springs, etc.	1,720	1,750	1,879	2,178	620
Failures of engines due to faulty material, workmansip or operation arising from the working of the running staff.					
(1) boilers and tubes					435
(2) other causes					1,591
Failure of tyres and wheels	29	30	34	20	49
ditto axles	78	156	170	145	46
ditto brake apparatus	18	42	32	33	19
ditto couplings and draft gear	2,401	2,664	3,080	2,722	2,930
III.—*Accidents due to failure of permanent-way, etc.*—					
Broken rails	325	356	298	361	330
Failure of tunnels, bridges, viaducts, culverts, etc.	3	4	6	12	20
Flooding of portions of permanent-way.	93	112	141	92	132
Slips in cuttings or embankments	85	69	75	40	44
IV.—*Accidents due to fire*—					
Fire in trains	418	333	296	206	215
Fire at stations or involving injury to bridges or viaducts.	85	54	72	84	68
V.—*Other accidents*—					
Trains running over cattle on the line.	8,042	8,749	8,350	9,612	10,053
Trains running over obstructions on the line.	250	259	287	294	320
Miscellaneous	572	561	593	836	574
TOTAL	18,312	19,820	20,486	22,094	23,463

	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
NUMBER OF PERSONS KILLED OR INJURED—										
A.—*In accidents to trains, rolling-stock and permanent-way*—										
Passengers	30	154	63	214	117	206	22	161	16	126
Railway servants	30	125	21	374	36	168	20	141	25	126
Other persons	17	24	65	39	19	34	35	78	19	35
TOTAL	77	303	149	627	172	408	77	380	60	287
B.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.* —										
Passengers	364	1,170	300	1,038	295	1,085	352	1,131	324	1,117
Railway servants	345	671	355	585	386	721	333	1,285	319	1,253
Other persons	1,890	712	1,945	678	2,016	764	2,081	817	2,107	793
TOTAL	2,599	2,553	2,600	2,301	2,697	2,570	2,766	3,233	2,750	3,163
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—										
Passengers	11	44	9	20	6	21	3	31	7	21
Railway servants	47	554	41	461	44	600	49	1,897	46	2,204
Other persons	6	15	19	38	26	59	23	68	30	61
TOTAL	64	613	69	519	76	680	75	1,996	83	2,286
TOTAL PASSENGERS	405	1,368	372	1,272	418	1,312	377	1,323	347	1,264
TOTAL RAILWAY SERVANTS	422	1,350	417	1,420	466	1,489	402	3,323	390	3,583
TOTAL OTHER PERSONS	1,913	751	2,029	755	2,061	857	2,139	963	2,156	889
GRAND TOTAL	2,740	3,469	2,818	3,447	2,945	3,658	2,918	5,609	2,893	5,736

Number of persons killed or injured during the year 1926-27 by the movement of trains and railway vehicles between passengers, railway servants and other persons, and classifying, as far as practicable,

Serial No.	Class of accident.		Assam-e ngal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indiaa.	Great Indian Peninsula.
	PASSENGERS.									
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.									
1	From falling between trains and platforms ..	Killed ..	..	—	..	4	1	2	5	12
		Injured ..	..	1	..	8	4	1	17	9
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed ..	—	..	..	2	4	2	3	6
		Injured ..	..	3	2	12	20	7	9	22
3	Whilst crossing the line at stations	Killed ..	..	..	..	3	..	..	3	..
		Injured ..	..	1	..	5	2	..	3	9
4	By closing of carriage doors	Killed ..	—	..	..	..	..	..	..	..
		Injured ..	..	..	..	5	..	..	4	2
5	From falling or jumping out of carriages during the running of trains.	Killed ..	1	6	1	13	4	5	29	29
		Injured ..	13	61	72	39	31	22	124	94
6	By other accidents	Killed ..	..	..	..	..	2	..	10	4
		Injured ..	2	..	1	7	1	1	15	3
7	TOTAL PASSENGERS ..	Killed ..	1	6	1	22	11	9	50	51
		Injured ..	15	66	75	76	58	31	172	139
	RAILWAY SERVANTS.									
	ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1	Whilst coupling or uncoupling vehicles ..	Killed ..	2	1	..	2	..	1	1	1
		Injured ..	1	1	4	30	7	8	11	49
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	1	3	1	..	1	..
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	..	..	..	..	—	..
		Injured ..	1	..	4	..	1	..		..
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	—	..	..	..	—	..
		Injured ..	..	..	8	..	3	..	7	11
5	Whilst braking, spragging or choking wheels.	Killed ..	..	..	..	..	..	..	—	..
		Injured ..	..	..	..	3	1	..	1	22
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	..	..	1	..	..	1
		Injured ..	..	..	..	..	..	1	1	7
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	—	..	—	..	1	—
		Injured ..	..	..	..	..	..	—	..	—
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	1	2	2	2
		Injured ..	..	2	1	..	7	3	10	13
9	TOTAL ..	Killed ..	2	1	..	2	2	3	4	4
		Injured ..	2	3	18	36	20	12	31	102

DIX D(*ii*).

exclusive of trains, etc., accidents included in Appendix E (iii) *on all railways open for traffic, distinguishing the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
						1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	1926-27.	1925-26.	
..	..	..	10	1	..	35	*26*	..	..	..	..	35	*26*	1
..	..	..	25	..	1	66	*56*	1	..	..	..	67	*56*	
1	..	..	9	..	2	29	*40*	1	..	..	..	30	*40*	2
..	1	2	30	..	7	115	*117*	2	*1*	2	*2*	119	*120*	
..	..	..	20	..	..	26	*20*	1	*2*	..	2	27	*24*	3
1	..	..	7	..	..	28	*21*	..	*1*	..	..	28	*22*	
..	..	..	..	..	..	..	*4*	..	..	..	..	..	*4*	4
..	..	..	2	..	..	13	*12*	2	..	..	..	15	*12*	
2	13	...	85	2	14	204	*227*	5	*4*	1	*1*	210	*232*	5
1	75	15	164	8	78	797	*808*	29	*39*	3	*11*	829	*858*	
..	..	..	3	1	..	20	*25*	2	*1*	..	..	22	*26*	6
..	14	3	4	1	2	54	*63*	3	..	2	..	59	*63*	
3	13	...	127	4	16	314	*342*	9	*7*	1	*3*	324	*352*	7
2	90	20	232	9	88	1,073	*1,077*	37	*41*	7	*13*	1,117	*1,131*	
..	..	..	5	..	..	13	*24*	..	..	..	..	13	*24*	1
..	10	5	8	2	7	143	*161*	8	*5*	1	*2*	152	*168*	
..	..	..	2	..	..	2	*1*	..	..	..	..	2	*1*	2
..	..	..	1	..	..	7	*7*	1	*3*	..	..	8	*10*	
..	..	..	2	..	..	2	*2*	1	..	..	..	3	2	3
..	..	1	2	..	..	9	*4*	2	..	..	..	11	*4*	
..	1	..	6	2	..	9	*5*	..	..	..	..	9	*5*	4
..	3	1	11	..	..	44	*31*	4	*5*	1	..	49	*36*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	2	2	2	..	..	33	*25*	2	*2*	..	..	35	*27*	
..	..	..	..	..	..	2	*3*	..	*1*	..	..	2	*4*	6
..	..	..	..	..	..	9	*5*	..	..	1	..	10	*5*	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	1	2	..	..	..	3	*9*	..	..	..	..	3	*9*	
..	..	..	4	..	..	11	*25*	..	..	..	..	11	*25*	8
..	*5*	..	3	..	2	46	*95*	3	*1*	1	..	50	*96*	
..	1	..	19	2	..	40	*60*	1	*1*	..	..	41	*61*	9
..	21	11	27	2	9	294	*337*	20	*16*	4	*2*	318	*355*	

Number of persons killed or injured during the year 1926-27 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.	——	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	RAILWAY SERVANTS—*concld.*									
	Brought forward	Killed	2	1	..	2	2	3	4	4
		Injured	2	3	18	36	20	12	31	102
	OTHER ACCIDENTS.									
10	From falling off engines, etc., during the running of trains.	Killed	..	1	..	..	1	2	1	1
		Injured	2	2	..	13	4	6	6	31
11	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	2	..	..	2	..
		Injured	..	..	..	4	2	..	2	11
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	1	1	3	6
		Injured	..	2	..	10	2	5	12	47
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	1
		Injured	..	..	2	16	4	..	5	154
14	Whilst working on the permanent-way, sidings, etc.	Killed	..	..	1	1	..	2	2	13
		Injured	..	1	2	1	4	2	5	13
15	Whilst attending to gates at level-crossings	Killed	..	..	..	..	1	1	2	1
		Injured	..	..	..	2	..	1	1	..
16	Whilst walking, crossing, or standing on the line on duty.	Killed	2	..	..	5	4	3	12	44
		Injured	..	..	2	14	6	6	19	39
17	From being caught between vehicles	Killed	..	1	..	..	..	..	2	3
		Injured	..	..	1	..	1	..	1	4
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	2	1	..	2	..
		Injured	..	1	..	13	..	..	1	2
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	1	..	2	3	1	3	14
		Injured	..	1	3	13	..	1	6	4
20	Miscellaneous	Killed	1	1	14	2	3	12	14	..
		Injured	3	2	47	36	12	16	55	15
21	TOTAL	Killed	3	5	15	14	14	22	43	83
		Injured	5	9	57	122	35	37	113	320
	TOTAL RAILWAY SERVANTS	Killed	5	6	15	16	16	25	47	87
		Injured	7	12	75	158	55	49	144	422
	OTHER PERSONS.									
1	Whilst passing over the railway at level crossings.	Killed	..	..	..	4	3	1	2	1
		Injured	..	..	..	2	1	1	2	..
2	While trespassing on the line	Killed	37	124	169	165	91	158	344	216
		Injured	30	42	99	63	38	67	92	52
3	Suicides	Killed	1	10	33	14	4	6	55	26
		Injured	..	1	4	1	1	..	3	2
4	Miscellaneous	Killed	..	1	2	..	4	2	7	..
		Injured	..	2	3	1	7	4	12	2
	TOTAL OTHER PERSONS	Killed	38	135	204	183	102	167	408	243
		Injured	30	45	106	67	47	72	109	56
	GRAND TOTAL	Killed	44	147	220	221	129	201	505	381
		Injured	52	123	266	301	160	152	425	617

DIX D(*ii*)—*concld.*

vehicles exclusive of trains, etc., accidents included in Appendix E (iii) *on all railways open for traffic far as practicable, the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
						1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	
..	1	..	19	2	...	40	*60*	1	*1*	..	..	41	*61*	9
..	21	11	27	2	9	294	*337*	20	*16*	4	*2*	318	*355*	
..	..	..	4	..	..	10	*15*	..	*2*	1	..	11	*17*	10
..	10	..	13	1	..	88	*93*	6	*13*	..	..	94	*106*	
..	..	..	3	..	..	7	*6*	..	..	..	..	7	*6*	11
..	4	..	5	..	..	28	*23*	1	..	..	..	29	*23*	
..	1	..	10	..	..	23	*12*	1	*2*	..	..	24	*14*	12
...	8	..	20	1	3	110	*75*	9	*1*	..	..	119	*76*	
1	..	...	..	...	..	2	*3*	..	..	..	..	2	*3*	13
..	..	..	3	..	1	185	*124*	2	..	..	..	187	*124*	
1	..	1	6	..	..	27	*22*	1	1	..	..	28	*23*	14
..	..	1	2	..	..	31	*54*	1	..	2	..	34	*54*	
..	..	..	..	..	..	5	*9*	..	..	..	..	5	*9*	15
..	..	..	..	..	..	4	*6*	..	..	1	..	5	*6*	
..	2	2	17	1	..	92	*95*	..	..	..	..	92	*95*	16
..	8	1	18	1	1	115	*139*	3	*2*	..	..	118	*141*	
...	..	..	3	1	1	11	*16*	..	..	..	..	11	*16*	17
..	7	1	..	1	..	16	*12*	2	*1*	1	..	19	*13*	
...	..	..	2	..	..	7	*8*	..	*1*	..	..	7	*9*	18
..	1	..	1	..	..	19	*19*	1	2	..	..	20	*21*	
..	5	..	7	..	..	36	*41*	1	*1*	..	..	37	*42*	19
..	3	..	10	..	..	41	*47*	4	..	..	..	45	*47*	
..	2	1	1	..	2	53	*36*	1	2	...	..	54	*38*	20
..	58	4	3	..	7	258	*307*	4	*11*	3	*1*	265	*319*	
2	10	4	53	2	3	273	*263*	4	*9*	1	..	278	*272*	21
..	99	7	75	4	12	895	*899*	33	*30*	7	1	935	*930*	
2	11	4	72	4	3	313	*323*	5	*10*	1	..	319	*333*	
..	120	18	102	6	21	1,189	*1,236*	53	*46*	11	*3*	1,253	*1,285*	
..	..	..	9	..	..	20	*42*	..	*2*	..	..	20	*44*	1
..	7	...	7	..	..	20	*57*	1	..	..	..	21	*57*	
4	114	13	190	14	97	1,736	*1,613*	34	*31*	14	*5*	1,784	*1,649*	2
1	32	3	55	5	43	622	*627*	21	*26*	9	*7*	652	*660*	
...	28	..	20	1	45	243	*304*	7	*3*	3	*1*	253	*308*	3
..	9	...	1	..	..	22	*17*	..	..	2	*1*	24	*18*	
..	1	..	19	2	6	44	*77*	3	*3*	3	..	50	*80*	4
1	16	..	30	6	5	89	*80*	..	*1*	7	*1*	96	*82*	
4	143	13	238	17	148	2,043	*2,036*	44	*39*	20	*6*	2,107	*2,081*	5
2	64	3	93	11	48	753	*731*	22	*27*	18	*9*	793	*817*	
9	167	17	437	25	167	2,670	*2,701*	58	*56*	22	*9*	2,750	*2,766*	6
4	274	41	427	26	157	3,015	*3,094*	112	*114*	36	*25*	3,163	*3,233*	

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways open servants and other persons,

Class of accident.	Assam-Bengal.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	...	3	..	3	..	..	..	6
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes.	..	4	4	..	3	..	..	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	3	3	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes.	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	1	..	..	..	1	..
(g) Ditto couplings and draft gear	..	2	2	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	16	16	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	1	..	..	..	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	82	82	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	1	1	..	..	..	..	..	2	..	2
(d) Trains running through gates at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	..	112	112	..	7	1	5	..	2	1	14

DIX D (*iii*).

for traffic, distinguishing between the different classes of accidents and the number of passengers, railway killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	4	..	1	..	..	..	5	1
..	3	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
											7
..	2	2	..	..	..	..	..	..	..	..	(*a*)
..	11	11	..	..	..	..	..	..	..	..	(*b*)
..	3	3	..	..	..	..	..	..	..	..	8 (*a*)
..	13	13	..	..	..	..	..	..	..	..	(*b*)
											9
											(*a*)
											(*b*)
..	10	10	..	..	..	..	..	..	..	..	(1)
..	28	28	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	2	2	..	..	..	..	..	..	..	..	(1)
..	29	29	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	42	42	..	2	..	..	..	..	..	2	(*g*)
											10
..	2	2	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
1	4	5	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
											11
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	2	2	..	..	1	1	..	..	1	1	(*b*)
											12
..	5	5	..	..	..	..	..	..	..	..	(*a*)
..	139	139	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	5	5	..	..	..	..	..	..	..	..	(*d*)
..	1	1	..	..	..	..	..	..	..	..	(*e*)
2	305	307	..	6	1	2	..	..	1	8	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways railway servants and other persons,

Class of accident.	Bengal Nagpur.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	16	68	..	4	..	..	16	72
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	128	128	..	..	2	7	..	..	2	7
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	21	21	..	8	..	6	..	..	..	14
8. Other derailments—											
(a) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	595	595	..	..	..	2	..	..	..	2
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical department.											
(1) boilers and tubes.	..	27	27	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	36	36	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	22	22	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	19	19	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	3	3	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	98	98	..	..	..	1	..	5	..	6
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	50	50	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	3	4	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	10	10	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	279	279	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	35	35	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	23	23	..	..	..	..	..	..	..	..
Total	2	1,355	1,357	16	76	2	20	..	5	18	101

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons		Total		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
—	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	—	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	30	30	..	..	..	..	..	..	..	..	4
—	3	3	..	..	..	..	..	..	..	..	5
—	3	3	..	..	..	..	..	..	..	..	6
—	2	2	..	..	..	..	..	..	..	..	7 (*a*)
1	13	14	..	..	..	2	..	..	..	2	(*b*)
..	10	10	..	—	..	..	..	..	—	—	8 (*a*)
5	831	836	..	..	..	3	..	..	—	3	(*b*)
											9 (*a*)
...	2	2	..	..	..	..	..	..	..	..	(1)
..	18	18	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	19	19	..	..	..	..	..	..	..	..	(1)
..	105	105	..	..	..	..	..	..	..	..	(2)
	1	1	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	—	..	—	—	(*d*)
1	8	9	..	..	..	..	—	..	..	..	(*e*)
..	2	2	..	..	..	..	—	..	..	..	(*f*)
1	335	336	..	..	..	..	—	..	..	..	(*g*) 10
..	52	52	..	..	..	..	..	..	..	..	(*a*)
1	2	3	..	..	..	..	..	..	..	..	(*b*)
6	2	8	..	..	..	..	—	..	..	..	(*c*)
..	3	3	..	..	..	..	—	..	..	..	(*d*) 11
..	19	19	..	..	..	..	—	..	..	..	(*a*)
..	3	3	..	..	2	4	—	..	2	4	(*b*) 12
	13	13	..	..	..	1	—	..	..	1	(*a*)
—	725	725	..	..	..	—	—	..	—	..	(*b*)
4	7	11	..	..	..	—	..	1	..	1	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	16	16	..	..	..	..	..	..	..	..	(*e*)
19	2,226	2,245	..	..	2	10	..	1	2	11	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways railway servants and other persons,

Class of accident.	Burma.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	17	18	..	..	..	5	1	1	1	6
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	21	..	21	..	3	..	..	..	..	..	3
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(*b*) other causes	..	58	58	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	2	2	..	..	..	1	..	..	..	1
(2) machinery, springs, etc.	..	48	48	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	19	19	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	1	..	1	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	1	56	57	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	7	7	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	4	4	..	..	..	3	..	..	..	3
(*c*) The flooding of portions of permanent-way	11	33	44	..	..	1	..	..	..	1	..
(*d*) Slips in cuttings or embankments	1	13	14	..	..	..	..	..	2	..	2
11. Accidents due to fire—											
(*a*) Fire in trains	..	27	27	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	5	310	315	..	..	..	1	..	..	..	1
(*c*) Trains running over obstructions on the line.	2	32	34	..	..	..	1	..	..	..	1
(*d*) Trains running through gates at level-crossings	..	5	5	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	2	69	71	..	..	..	2	..	2	..	4
Total	45	716	761	..	3	1	13	1	5	2	21

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
3	..	3	..	4	..	4	..	..	..	8	2
..	1	1	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
19	..	19	..	..	..	..	..	..	..	..	(*b*)
..	4	4	..	..	..	..	..	..	..	..	8 (*a*)
..	52	52	..	..	..	..	..	..	..	..	(*b*)
											9 (*a*)
..	7	7	..	..	..	..	..	..	..	..	(1)
	11	11	..	..	..	..	..	..	..	..	(2) (*b*)
..	3	3	..	..	..	..	..	..	..	..	(1)
..	14	14	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	1	1	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	12	12	..	..	..	..	..	..	..	..	(*g*)
											10
..	30	30	..	..	..	..	..	..	..	..	(*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
..	3	3	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
											11
..	4	4	..	..	..	..	..	..	..	..	(*a*)
2	5	7	..	..	..	..	..	..	..	..	(*b*)
											12
..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	247	247	..	..	..	..	..	..	..	..	(*b*)
9	15	24	..	..	..	..	..	..	..	..	(*c*)
..	4	4	..	..	..	..	..	..	..	..	(*d*)
..	71	71	..	..	..	..	..	..	..	..	(*e*)
33	492	525	..	4	..	4	..	..	..	8	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways

railway servants and other persons,

Class of accident.	East Indian.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	1	5	6	..	..	..	2	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	1	1	2	..	..	..	.	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	59	60	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	6	6	..	..	..	..	..	..	..	..
6. Collisions between light engines	.. ..	23	23	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	7	8	..	..	..	1	..	—	..	1
(*b*) Other causes	1	7	8	..	..	..	..	..	1	..	1
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	1	128	129	..	..	..	..	..	..	..	..
(*b*) Other causes	2	743	745	..	..	..	2	..	..	..	2
9. Accidents due to failures of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical department—											
(1) boilers and tubes	..	9	9	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	1	79	80	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	34	34	..	..	..	..	..	..	..	..
(2) other causes	..	246	246	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	787	787	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	36	36	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	2	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	1	2	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	14	14	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	25	25	..	..	..		..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	1,610	1,610	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	9	29	38	..	..	..	..	7	7	7	7
(*d*) Trains running through gates at level-crossings	..	1	1	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	19	3,863	3,882	..	..	..	5	7	8	7	13

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	6	6	..	..	..	1	..	..	..	1	1
..	13	13	..	1	..	..	..	..	..	1	2
..	5	5	..	..	..	..	..	..	..	..	3
2	38	40	..	..	1	19	..	1	1	20	4
..	53	53	..	..	..	..	..	..	..	..	5
1	26	27	..	..	..	7	..	..	..	7	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	30	30	..	..	..	..	..	..	..	..	(*b*)
..	25	25	..	..	..	1	..	..	..	1	8 (*a*)
..	746	746	..	..	..	1	..	..	..	1	(*b*)
											9 (*a*)
.. .. 1	 111	 112	.. ..	.. ..	.. 1	.. 1	.. ..	.. ..	.. 1	.. 1	(1) (2) (*b*)
..	53	53	..	..	..	..	..	..	..	..	(1)
1	533	534	..	..	..	1	..	..	..	1	(2)
..	6	6	..	..	..	..	..	..	..	..	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*)
..	10	10	..	..	..	..	..	..	..	..	(*e*)
..	2	2	..	..	..	..	..	..	..	..	(*f*)
..	713	713	..	..	..	1	..	..	..	1	(*g*)
											10
..	31	31	..	..	..	..	..	..	..	..	(*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
1	2	3	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
											11
2	113	115	..	..	3	5	..	..	3	5	(*a*)
..	4	4	..	..	..	..	..	..	..	..	(*b*)
											12
..	1	1	..		..	..	..	..	..	..	(*a*)
..	1,277	1,277	..	..	..	..	..	..	..	..	(*b*)
4	19	23	..	..	..	1	4	4	4	5	(*c*)
1	5	6	..	1	..	..	..	..	..	1	(*d*)
..	118	118	..	..	..	..	..	..	..	..	(*e*)
15	3,945	3,958	..	2	5	38	4	5	9	45	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways passengers, railway servants and other persons,

Class of accident.	Jodhpur.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) Other causes	5	3	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	..	9	9	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	43	43	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	2	2	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	3	3	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	12	12	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	6	..	6	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	1	..	1	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	223	223	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	1	1	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings.	..	1	1	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	13	309	322	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
5	..	5	..	2	..	1	..	3	..	6	2
..	..	..	..	..	..	..	..	..	..	..	3
1	4	5	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
11	2	13	..	2	2	..	..	..	2	2	(*b*)
..	6	6	..	..	..	..	..	..	..	..	8 (*a*)
8	4	12	..	..	..	3	..	..	..	3	(*b*)
											9(*a*)
..	15	15	..	..	..	..	..	..	..	..	(1)
..	58	58	..	..	..	..	..	..	..	..	(2) (*b*)
..	42	42	..	..	..	..	..	..	..	..	(1)
..	118	118	..	..	..	..	..	..	..	..	(2)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
1	4	5	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	..	..	..	..	..	..	(*g*)
1	71	72	..	..	..	..	..	..	..	..	
..	40	40	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
3	1	4	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	6	7	..	..	..	1	..	..	..	1	11 (*a*)
..	1	1	..	..	..	..	..	1	..	1	(*b*)
..	28	28	..	..	..	..	..	..	..	..	12 (*a*)
..	1,207	1,207	..	..	..	..	..	..	..	..	(*b*)
..	29	29	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	11	11	..	..	..	..	..	..	..	..	(*e*)
34	1,649	1,683	..	4	2	6	..	4	2	14	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways servants and other persons, killed or

Class of accident	Nizam's Guaranteed State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stop or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	1	1	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	25	25	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	35	35	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear . .	..	..	..	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . . .	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	556	556	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line .	..	4	4	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total . .	..	628	628	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway, injured in each class of accident.

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
4	2	6	..	1	..	..	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
2	3	5	..	..	1	..	..	..	1	..	4
..	17	17	..	..	..	..	..	..	..	..	5
1	6	7	..	..	1	..	..	..	1	..	6
2	1	3	..	..	..	..	..	..	..	..	7 (*a*)
8	7	15	..	1	..	1	..	..	..	2	(*b*)
1	325	326	..	..	..	1	..	..	..	1	8 (*a*)
1	1,125	1,126	..	..	3	1	..	..	3	1	(*b*)
											9 (*a*)
..	23	23	..	..	..	..	..	..	..	..	(1)
..	33	33	..	..	..	..	..	..	..	..	(2) (*b*)
..	103	103	..	..	..	..	..	..	..	..	(1)
..	312	312	..	..	..	..	..	..	..	..	(2)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	13	13	..	..	..	..	..	..	..	..	(*f*)
..	649	649	..	..	..	..	..	..	..	..	(*g*)
											10
..	40	40	..	..	..	..	..	..	..	..	(*a*)
..	3	3	..	..	..	..	..	..	..	..	(*b*)
	38	38	..	..	..	..	..	..	..	..	(*c*)
..	4	4	..	..	..	..	..	..	..	..	(*d*)
											11
..	11	11	..	..	..	..	..	..	..	..	(*a*)
..	9	9	..	..	..	..	..	..	..	..	(*b*)
											12
..	2	2	..	..	..	..	..	..	..	..	(*a*)
..	846	846	..	..	..	..	..	..	..	..	(*b*)
2	24	26	..	..	4	3	..	..	4	3	(*c*)
3	6	9	..	..	..	..	5	1	5	1	(*d*)
1	107	108	..	..	2	..	..	..	2	..	(*e*)
25	3,710	3,735	..	2	11	6	5	1	16	9	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways servants and other persons,

Class of accident.	ROHILKUND AND KUMAON.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	4	4	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	8	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	8	8	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	25	25	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	1	1	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	18	18	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	3	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	57	57	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running through gates at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	..	132	132	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

pen for traffic, distinguishing between the different classes of accidents and the number of railway killed or injured in each class of accident.

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	2	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
											7
1	..	1	..	..	..	..	..	..	..	..	(*a*)
2	1	3	..	..	..	..	..	..	..	..	(*b*)
											8
..	4	4	..	..	..	..	..	..	..	..	(*a*)
..	12	12	..	..	..	..	..	..	..	..	(*b*)
											9
											(*a*)
..	41	41	..	..	..	..	..	..	..	..	(1)
..	38	38	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	18	18	..	..	..	..	..	..	..	..	(1)
..	36	36	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
64	..	64	—	..	..	..	..	..	..	..	(*g*)
											10
10	..	10	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
											11
1	2	3	..	..	..	..	..	..	..	..	(*a*)
1	1	2	..	..	..	..	..	..	..	..	(*b*)
											12
20	..	20	..	..	..	..	..	..	..	..	(*a*)
..	1,941	1,941	..	..	..	..	..	..	..	..	(*b*)
18	..	18	..	..	..	..	..	..	..	..	(*c*)
2	..	2	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
121	2,097	2,218	..	..	..	2	..	..	..	2	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27, on all railways railway servants and other persons, killed

Class of accident.	TOTAL CLASS I							
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other*
				Killed.	Injured.	Killed.	Injured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	2	7	9	..	7	..	5	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	15	29	44	16	76	..	13	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	7	8	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	285	292	..	..	4	32	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	81	81	..	..	..	..	.
6. Collisions between light engines	2	65	67	..	..	1	9	..
7. Derailments of passenger trains—								
(*a*) Due to trains running in the wrong direction through points.	8	14	22	..	..	..	1	..
(*b*) Other causes	68	107	175	..	17	2	9	..
8. Other derailments—								
(*a*) Due to trains running in the wrong direction through points.	2	508	510	..	..	..	2	..
(*b*) Other causes	16	4,200	4,216	..	..	3	12	..
9. Accidents due to failures of engines and rolling-stock—								
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—								
(1) boilers and tubes	..	143	143	..	..	..	1	..
(2) machinery, springs etc.	2	553	555	..	..	1	1	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—								
(1) boilers and tubes	..	300	300	..	..	..	..	..
(2) other causes	1	1,450	1,451	..	..	..	1	..
(*c*) The failure of tyres	..	32	32	..	..	..	..	..
(*d*) Ditto wheels	1	4	5	..	..	..	..	..
(*e*) Ditto axles	2	33	35	..	..	..	..	..
(*f*) Ditto brake apparatus	..	18	18	..	..	..	..	..
(*g*) Ditto couplings and draft gear	67	2,795	2,862	..	2	..	2	..
10. Accidents due to failure of permanent-way, etc.—								
(*a*) Broken rails	10	305	315	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	16	18	..	..	..	3	..
(*c*) The flooding of portions of permanent-way.	29	89	118	..	..	1	..	..
(*d*) Slips in cuttings or embankments	2	23	25	..	..	..	..	..
11. Accidents due to fire—								
(*a*) Fire in trains	4	208	212	..	1	3	6	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	3	60	63	..	.	3	5	..
12. Other accidents—								
(*a*) Passenger trains running in the wrong direction through points but not derailed.	20	62	82	..	..	..	1	..
(*b*) Trains running over cattle on the line.	5	9,499	9,504	..	..	..	1	..
(*c*) Trains running over obstructions on the line.	48	197	245	..	..	4	5	11
(*d*) Trains running through gates at level-crossings.	6	28	34	..	1	..	..	5
(*e*) Miscellaneous	3	421	424	..	..	2	2	..
Total	326	21,530	21,865	16	104	25	111	17

D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

Railways.			Barsi Light.			Bengal Dooars.			Bhavnagar State.			Bikaner State.			
persons.	*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total	No. of Heading.
Injured.	Killed.	Injured.													
..	..	12	..	..	..	..	..	..	..	..	..	..	..	..	1
3	16	92	..	..	..	..	..	..	..	..	..	..	1	1	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
2	5	34	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	1	9	..	..	..	..	..	..	..	..	..	..	1	1	6
..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
1	2	27	1	..	1	..	3	3	1	..	1	12	..	12	(*b*)
..	..	2	..	6	6	..	..	..	..	..	..	2	..	2	8 (*a*)
..	3	12	..	20	20	..	..	..	..	..	..	..	52	52	(*b*)
															9
															(*a*)
..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	(1)
..	1	1	..	22	22	..	..	..	..	..	..	..	1	1	(2)
															(*b*)
..	..	..	..	1	1	..	1	1	..	11	11	..	94	94	(1)
..	..	1	..	4	4	..	3	3	..	9	9	..	44	44	(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	(*d*)
..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	(*e*)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
5	..	9	..	1	1	..	4	4	1	..	1	..	12	12	(*g*)
															10
..	..	..	..	..	..	..	..	..	..	3	3	..	8	8	(*a*)
..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	(*c*)
2	..	2	..	..	..	..	..	..	..	..	..	2	..	2	(*d*)
															11
..	3	7	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
1	3	6	..	..	..	..	..	..	..	2	2	..	1	1	(*b*)
															12
..	..	1	..	..	..	..	..	..	..	2	2	..	..	..	(*a*)
..	..	1	..	27	27	..	..	..	..	54	54	..	106	106	(*b*)
14	15	19	..	..	..	..	4	4	..	3	3	1	..	1	(*c*)
1	5	2	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
2	2	4	..	..	..	..	..	..	1	..	1	..	9	9	(*e*)
31	58	246	1	81	82	..	15	15	5	84	89	17	331	348	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways railway servants and other persons, killed or

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	4	4	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	2	2	..	..
(b) Other causes	71	1	72	..	..	..	2	2	4	2	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	2	2	6	..
(b) Other causes	..	67	67	..	3	3	..	7	7	7	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	4	4	..	6	6	..	1	1	3	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	1	1	..	3	3	..	2	2	..	..
(2) other causes	..	3	3	..	..	..	..	2	2	1	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	6	6	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	1	1	1	..
(g) Ditto couplings and draft gear.	..	3	3	..	20	20	..	1	1	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	1	1	..	..	..	..	1	1	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	5	5	..	..	..	5	..	5	..	..
(d) Slips in cuttings or embankments	..	17	17	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	2	2	..	..	..	1	..	1	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	1	9	10	..	42	42	..	54	54	21	..
(c) Trains running over obstructions on the line.	3	8	11	..	1	1	..	11	11	1	..
(d) Trains running through gates at level crossings.	..	..	..	..	1	1	..	..	..	..	..
(e) Miscellaneous	..	..	..	..	..	..	..	1	1	1	..
Total	76	134	210	..	76	76	8	87	95	44	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers injured in each class of accident.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	No. of Heading.
..	..	..	..	..	..	..	..	..	..	..	..	..	1
1	1	..	1	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	2	..	2	..	..	..	..	..	..	..	..	..	7
2	24	2	26	..	..	..	..	1	1	..	..	..	(*a*) (*b*)
6	1	5	6	..	..	..	..	3	3	..	..	..	8
7	6	6	12	..	1	1	..	4	4	..	..	..	(*a*) (*b*)
													9
..	..	..	..	..	..	..	..	10	10	..	4	4	(*a*) (1)
3	..	..	..	..	..	..	..	3	3	..	2	2	(2)
													(*b*)
..	..	..	..	..	10	10	..	..	..	..	..	..	(1)
1	..	10	10	..	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
1	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	6	6	..	1	1	..	..	..	..	1	1	(*g*)
													10
..	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	1	..	1	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
													11
..	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
													12
..	2	1	3	..	..	..	..	..	..	..	..	..	(*a*)
21	..	2	2	..	22	22	..	5	5	..	13	13	(*b*)
1	2	7	9	..	..	..	1	..	1	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
44	39	39	78	..	34	34	1	26	27	..	20	20	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1926-27 on all railways
railway servants and other persons killed

Class of accident.	Mysore Railways.			Shahdara (Delhi) Saharanpur Light.			Total Class II Rail					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	1	..	1	..	1	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	2	1	3	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	4	4	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . .	..	..	..	..	..	..	..	1	1	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	2	3	5	..	..	..
(*b*) Other causes . . .	1	..	1	..	..	..	114	9	123	..	17	..
8. Other derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	9	17	26	..	..	..
(*b*) Other causes	..	..	..	..	..	..	13	160	173	..	..	..
9. Accidents due to failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical department.—												
(1) boilers and tubes . . .	..	1	1	..	..	..	..	17	17	..	..	..
(2) machinery, springs etc. . .	..	6	6	..	..	..	3	43	46	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—												
(1) boilers and tubes . . .	..	8	8	..	..	..	..	133	133	..	..	..
(2) other causes	..	29	29	..	..	..	1	102	103	..	..	..
(*c*) The failure of tyres . .	..	1	1	..	1	1	..	5	5	..	..	..
(*d*) Ditto wheels . . .	..	1	1	..	..	..	..	2	2	..	..	..
(*e*) Ditto axles . . .	..	..	..	..	..	..	2	6	8	..	..	..
(*f*) Ditto brake apparatus .	..	..	..	..	..	..	..	1	1	..	..	..
(*g*) Ditto couplings and draft gear	..	2	2	..	4	4	1	55	56	..	..	..
10. Accidents due to failure of permanent-way, etc.—												
(*a*) Broken rails	..	..	..	..	..	..	..	13	13	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	1	..	1	..	..	..
(*c*) The flooding of portions of permanent-way.	..	1	1	..	..	..	1	11	12	..	..	..
(*d*) Slips in cuttings or embankments .	..	..	..	..	..	..	2	17	19	..	..	..
11. Accidents due to fire—												
(*a*) Fire in trains	..	..	..	..	..	..	1	2	3	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	4	4	..	..	..
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	2	4	6	..	..	..
(*b*) Trains running over cattle on the line.	..	111	111	..	1	1	22	446	468	..	..	..
(*c*) Trains running over obstructions on the line.	..	1	1	2	2	4	10	37	47	..	..	..
(*d*) Trains running through gates at level crossings.	1	..	1	..	..	..	1	1	2	..	..	..
(*e*) Miscellaneous	..	..	..	..	..	..	2	10	12	..	..	..
Total . .	2	163	165	2	9	11	190	1,104	1,294	..	18	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

WAYS.					TOTAL CLASS III RAILWAYS.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	1	3	5	8	..	2	..	..	..	..	..	2	1
..	..	..	..	..	2	..	2	..	2	..	..	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	3	4	..	..	..	..	..	..	..	..	7 (*a*)
12	..	..	..	29	42	10	52	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	1	7	8	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	5	8	13	..	..	..	2	..	..	..	2	(*b*)
																9 (*a*)
..	..	..	..	..	..	9	9	..	..	..	..	..	..	..	..	(1)
..	..	..	..	..	1	18	19	..	..	..	..	..	..	..	..	(2)
																(*b*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	(1)
..	..	..	..	..	..	37	37	..	..	..	1	..	..	..	..	(2)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	(*c*)
..	..	..	..	..	..	2	4	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	2	3	3	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	..	..	..	7	5	12	..	..	..	..	..	..	..	..	(*g*)
																10 (*a*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	..	2	79	81	..	..	..	..	..	..	..	..	(*b*)
..	..	1	..	1	10	18	28	..	..	..	..	..	..	..	..	(*c*)
1	1	2	1	2	..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	2	9	11	..	..	..	..	1	1	1	1	(*e*)
12	1	3	1	33	82	222	304	..	4	..	3	1	1	1	8	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1925-26 and 1926-27 passengers, railway servants and other persons, killed

Class of accident.	Total all Railways.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*
1. Collisions between passenger trains or parts of passenger trains.	6	*7*	12	*4*	18	*11*	...	..	10	*11*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	*30*	30	*21*	49	*51*	16	*12*	78	*114*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	..	7	*3*	8	*3*	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	*11*	290	*240*	297	*251*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	*3*	81	*55*	81	*58*	..	..	..	*1*
6. Collisions between light engines	2	*4*	66	*62*	68	*66*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	11	*20*	20	*23*	31	*43*	..	...	...	*1*
(*b*) Other causes	224	*162*	126	*142*	350	*304*	..	*9*	34	*21*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	12	*9*	532	*1,143*	544	*1,152*	..	..	..	..
(*b*) Other causes	34	*40*	4,368	*3,205*	4,402	*3,245*	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—										
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	..	169	..	169	..	..	..	..	...
(2) machinery, springs, etc.	6	..	614	*12*	620	*12*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	*1*	435	*262*	435	*263*	..	..	..	...
(2) other causes	2	*6*	1,589	*2,172*	1,591	*2,178*	..	..	..	..
(*c*) The failure of tyres	..	..	38	*9*	38	*9*	..	..	..	..
(*d*) Ditto wheels	3	*6*	8	*5*	11	*11*	..	..	..	..
(*e*) Ditto axles	4	*12*	42	*133*	46	*145*	..	..	..	..
(*f*) Ditto brake apparatus	..	*3*	19	*30*	19	*33*	..	..	..	..
(*g*) Ditto couplings and draft gear	75	*64*	2,855	*2,658*	2,930	*2,722*	...	..	2	*3*
10. Accidents due to failure of permanent-way, etc.—										
(*a*) Broken rails	10	*7*	320	*354*	330	*361*	..	...	..	...
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	4	..	16	*12*	20	*12*	..	..	..	..
(*c*) The flooding of portions of permanent-way.	32	*10*	100	*82*	132	*92*	..	..	..	..
(*d*) Slips in cuttings or embankments	4	*5*	40	*35*	44	*40*	..	..	..	..
11. Accidents due to fire—										
(*a*) Fire in trains	5	*6*	210	*200*	215	*206*	..	..	1	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	3	*3*	65	*81*	68	*84*	...	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	23	*2*	67	*96*	90	*98*	...	..	..	..
(*b*) Trains running over cattle on the line	29	*36*	10,024	*9,576*	10,053	*9,612*	..	..	..	..
(*c*) Trains running over obstructions on the line.	68	*98*	252	*196*	320	*294*	..	..	..	*1*
(*d*) Trains running through gates at level crossings.	7	*6*	30	*20*	37	*26*	..	..	1	..
(*e*) Miscellaneous	7	*7*	440	*705*	447	*712*	..	*1*	..	*9*
Total	598	*558*	22,865	*21,536*	23,463	*22,094*	16	22	126	*161*

DIX D (*iii*)—*concld.*

on all railways open for traffic, distinguishing between the different classes of accidents and the number of or injured in each class of accident.

TOTAL ALL RAILWAYS.												
Railway servants.				*Other persons.*				*Grand Total.*				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		No. of Heading.
1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	1926-27.	*1925-26.*	
..	..	5	*4*	..	..	..	..	..	..	15	*15*	1
..	*5*	13	*17*	..	..	3	..	16	*17*	94	*131*	2
..	..	..	..	..	..	..	..	..	..	..	..	3
4	*2*	32	*34*	1	*1*	2	*2*	5	*3*	34	*36*	4
..	*4*	..	*12*	..	*1*	..	*5*	..	*5*	..	*18*	5
1	*1*	9	*18*	..	..	..	..	1	*1*	9	*18*	6
..	..	1	*1*	..	..	..	..	..	..	1	*2*	7 (*a*)
2	..	21	*7*	..	..	1	..	2	*9*	56	*28*	(*b*)
..	..	2	*4*	..	*3*	..	*12*	..	*3*	2	*16*	8 (*a*)
3	*4*	14	*17*	..	..	..	*2*	3	*4*	14	*19*	(*b*)
												9 (*a*)
..	..	1	..	..	..	..	..	..	..	1	..	(1)
	1	1	..	..	..	..	..		*1*	1	..	(2)
												(*b*)
..	..	..	..	..	..	..	..	..	..	..	—	(1)
..	..	2	..	..	..	..	..	..	..	2	..	(2)
..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
1	..	..	..	..	..	..	..	1	..	..	..	(*g*)
..	*1*	2	*8*	..	..	5	*2*	..	*1*	9	*13*	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	..	3	..	..	..	..	..	..	..	3	..	(*c*)
1	..	..	..	..	..	..	..	1	..	..	..	(*d*)
..	..	..	..	..	..	2	..	..	..	2	..	11 (*a*)
3	..	6	*3*	..	..	..	..	3	..	7	*3*	(*b*)
3	..	5	*2*	..	..	1	..	3	..	6	*2*	
												12 (*a*)
..	..	1	..	..	..	..	..	..	..	1	..	
..	..	1	..	..	*4*	..	*3*	..	*4*	1	*3*	(*b*)
..	*2*	5	.. *2*	11	*24*	15	*21*	15	*26*	20	*24*	(*c*)
4				6	..	3	*3*	6	..	4	*3*	(*d*)
..	..	..	..	1	*2*	3	*23*	3	*4*	5	*49*	(*e*)
2	*1*	2	*12*									
25	*20*	126	*141*	19	*35*	*35*	*78*	60	*77*	287	*380*	Total.

Number of persons killed or injured during the year 1926-27 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations.	..	3	..	2	..	..	..	5	..	..	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platform.	..	..	1	6	..	..	1	6	..	..	..	..	..	..	..	..
3. From falling off platforms	..	1	1	7	2	2	3	10	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	..	..	4	359	1	10	5	369	..	..	..	1	..	..	..	1
5. Whilst moving or carrying goods at stations, etc.	..	..	1	92	2	1	3	93	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans.	..	..	3	27	..	..	3	27	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	..	1	5	145	..	1	5	147	..	..	..	1	..	..	..	1
8. From falling off, or when getting on or off, stationary engines or vehicles.	..	..	..	78	..	..	..	78	..	..	..	1	..	..	..	1
9. From falling off platforms, ladders scaffolds, etc.	1	4	5	100	2	4	8	108	..	..	..	..	..	..	..	..
10. By stumbling whilst walking on the line or platforms.	..	3	..	63	6	14	6	80	..	..	..	1	..	..	..	1
11. Whilst attending to stationary engines in sheds.	..	..	2	498	..	..	2	498	..	..	..	5	..	..	..	5
12. By being trampled on or kicked by horses.	1	..	..	..	..	2	1	2	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	..	..	2	104	3	3	5	107	..	..	..	..	1	..	1	..
14. Miscellaneous	1	7	22	708	10	23	33	738	4	2	..	5	2	..	6	7
Total ..	3	19	46	2,189	26	60	75	2,268	4	2	..	14	3	..	7	16

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.							
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	..	..	..	..	..	..	..	..	3	..	2	..	..	..	5
..	..	..	..	..	..	..	..	..	..	1	6	..	..	1	6
..	..	..	..	..	..	..	..	..	1	1	7	2	2	3	10
..	..	..	..	..	..	..	..	..	..	4	360	1	10	5	370
..	..	..	..	..	..	..	..	..	..	1	92	2	1	3	93
..	..	..	..	..	..	..	..	..	..	3	27	..	..	3	
..	..	..	..	..	..	..	..	..	1	5	146	..	1	5	148
..	..	..	..	..	..	..	..	..	..	..	79	..	..	..	79
..	..	..	..	..	..	..	..	1	4	5	100	2	4	8	108
..	..	..	..	..	..	..	..	..	3	..	64	6	14	6	81
..	..	..	..	..	..	..	..	..	..	2	503	..	..	2	503
..	..	..	..	..	..	..	..	1	..	..	..	..	2	1	2
..	..	..	1	..	..	..	1	..	..	2	105	4	3	6	108
..	..	..		1	1	1	1	5	9	22	713	13	24	40	746
..	..	..	1	1	1	1	2	7	21	46	2,204	30	61	83	2,286

Accidents to railway servants on Class I Railways during the year 1926-27 caused by the movements primary

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
Assam-Bengal	5	100·00	7	100·00	..	..	..	..	..	..	..	..
Bengal and North-Western ..	2	33·33	2	16·66	4	66·67	8	66·67	..	..	2	16·67
Bengal-Nagpur	5	33·33	27	36·00	2	13 33	20	26·67	8	53·34	25	33·33
Bombay, Baroda and Central India.	4	25·00	106	67·09	12	75·00	52	32·91	..	..	..	..
Burma	10	62·50	35	63·63	5	31·25	18	32·73	1	6·25	2	3·64
Eastern Bengal	3	12·00	12	24·49	22	88·00	37	75·51	..	..	..	..
East Indian	28	59·57	110	76·39	19	40·43	32	22·22	..	..	2	1·39
Great Indian Peninsula ..	68	78·00	378	90·00	19	22·00	40	9·00	..	..	4	1·00
Jodhpur.. ..	1	50·00	..	..	1	50·00	..	..	..	..	..	..
Madras and Southern Mahratta	3	27·27	79	65·83	8	72·73	41	34·17	..	..	..	..
Nizam's Guaranteed State ..	2	22·00	7	78·00	2	16·00	11	84·00	..	..	..	..
North Western	69	95·83	99	97·06	..	..	..	..	2	2·78	2	1·96
Rohilkund and Kumaon ..	2	50·00	6	100·00	2	50·00	..	..	..	..	..	..
South Indian	1	33·33	15	71·43	2	66·67	6	28·57	..	..	..	..
TOTAL ..	203	64·86	883	74·26	98	31·31	265	22·29	11	3·51	37	3·11

DIX D (*v*).

of trains and railway vehicles exclusive of train, etc., accidents classified in respect of causes.

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	..	..	..	..	..	..	..	5	7	Assam-Bengal.
..	..	..	..	..	..	..	..	6	12	Bengal and North-Western.
..	..	3	4·00	..	..	..	..	15	75	Bengal-Nagpur.
..	..	..	..	..	..	..	..	16	158	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	16	55	Burma.
..	..	..	..	..	..	..	..	25	49	Eastern Bengal.
..	..	..	..	..	..	..	..	47	144	East Indian.
..	..	..	..	..	..	..	..	87	422	Great Indian Peninsula.
..	..	..	..	..	..	..	..	2	..	Jodhpur.
..	..	..	..	..	..	..	..	11	120	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	4	18	Nizam's Guaranteed State.
1	1·39	..	..	..	..	1	0·98	72	102	North Western.
..	..	..	..	..	..	..	..	4	6	Rohilkund and Kumaon
..	..	..	..	..	..	..	..	3	21	South Indian.
1	0·32	3	0·25	..	..	1	0·09	313	1,189	TOTAL.

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes on the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	165	97·0	588	97·6	2·38	5,223	83·7	3·94
Bengal and North-Western ..	3′ 3⅜″	351	52·9	1,315	63·4	16·4	11,480	0·99	0·8
Bengal Nagpur ..	5′ 6″	757	94·2	1,087	96·8	3·22	23,201	67·0	29·6
	2′ 6″	115	88·7	411	89·5	*Nil*	1,866	89·0	0·11
	2′ 0″	17	*Nil*	1	*Nil*	*Nil*	520	*Nil*	*Nil*
Bombay, Baroda and Central India.	5′ 6″	429	98·1	1,012	100·0	*Nil*	11,695	78·2	10·9
	3′ 3⅜″	522	99·0	1,792	99·9	0·06	10,300	13·5	0·39
	2′ 6″	18	*Nil*	57	*Nil*	*Nil*	255	*Nil*	*Nil*
Burma	3′ 3⅜″	375	82·1	1,193	71·7	4·95	10,014	31·0	0·16
Eastern Bengal ..	5′ 6″	336	94·9	377	98·4	1·48	8,582	47·8	49·3
	3′ 3⅜″	234	100·0	1,049	84·8	14·6	5,131	13·2	2·16
	2′ 6″	10	*Nil*	70	*Nil*	*Nil*	91	*Nil*	*Nil*
East Indian	5′ 6″	1,634	97·9	3,401	97·1	1·88	54,503	70·5	25·5
Great Indian Peninsula	5′ 6″	1,234	98·5	2,520	100·0	*Nil*	21,885	79·7	17·9
	2′ 6″	19	*Nil*	47	*Nil*	*Nil*	182	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	104	36·5	250	55·2	7·60	2,501	*Nil*	*Nil*
	2′ 0″	2	*Nil*	5	*Nil*	*Nil*	10	*Nil*	*Nil*
Madras and Southern Mahratta	5′ 6″	311	95·8	910	98·9	1·10	6,116	74·5	24·9
	3′ 3⅜″	354	48·6	1,146	74·2	7·77	7,412	3·97	9·35
Nizam's Guaranteed State	5′ 6″	73	98·6	155	98·7	1·29	1,927	53·3	42·8
	3′ 3⅜″	76	77·6	200	99·5	*Nil*	1,213	18·9	1·07
North Western ..	5′ 6″	1,397	99·6	3,851	99·2	0·70	30,624	87·4	11·6
	2′ 6″	99	78·8	291	64·9	*Nil*	757	67·1	1·84
	2′ 0″	17	*Nil*	24	*Nil*	*Nil*	121	*Nil*	*Nil*
Rohilkund and Kumaón ..	3′ 3⅜″	72	66·7	243	47·7	27·6	2,555	0·67	*Nil*
South Indian ..	5′ 6″	141	95·0	283	100·0	*Nil*	1,864	81·5	16·1
	3′ 3⅜″	370	99·7	1,308	87·9	5·96	5,075	5·75	4·67
	2′ 6″	11	54·5	36	*Nil*	*Nil*	78	*Nil*	*Nil*
Total ..		9,243	90·8	24,121	90·7	3·51	225,181	58·3	16·8
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	19	100·0	52	100·0	*Nil*	205	37·6	62·4
Bengal Dooars	3′ 3⅜″	16	37·5	64	18·8	26·6	452	0·22	*Nil*
Bhavnagar State	3′ 3⅜″	28	67·9	147	57·8	42·2	596	*Nil*	2·35
Bikaner State	3′ 3⅜″	59	39·0	160	6·20	20·6	1,028	*Nil*	*Nil*
Darjeeling Himalayan ..	2′ 0″	33	3·03	127	*Nil*	*Nil*	515	*Nil*	*Nil*
Dibru Sadiya	3′ 3⅜″	26	84·6	50	78·0	20·0	1,589	23·9	55·1
Gaekwar's Baroda State ..	2′ 6″	41	*Nil*	180	0·55	*Nil*	666	*Nil*	*Nil*
Gondal	3′ 3⅜″	19	78·9	110	60·9	33·6	310	*Nil*	2·90
Howrah-Amta	2′ 0″	19	*Nil*	142	*Nil*	*Nil*	76	*Nil*	*Nil*
Jamnagár and Dwarka ..	3′ 3⅜″	17	52·9	67	41·8	19·4	258	94·6	*Nil*
Junagad State	3′ 3⅜″	18	55·6	37	66·7	23·0	313	*Nil*	2·56
Morvi	3′ 3⅜″	19	68·4	110	72·7	27·3	206	0·97	*Nil*
Mysore	3′ 3⅜″	28	75·0	137	73·7	10·9	374	37·4	3·20
	2′ 6″	12	41·6	24	*Nil*	*Nil*	85	*Nil*	*Nil*
	2′ 0″	6	*Nil*	4	*Nil*	*Nil*	46	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	52	*Nil*	*Nil*	229	*Nil*	*Nil*
Total ..	..	370	44·1	1,513	35·2	15·7	6,948	12·1	15·1
GRAND TOTAL ..	..	9,613	89·0	25,634	87·3	4·22	232,129	56·9	16·8

DIX E.

carriages provided with latrine accommodation on the 31st March 1927.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each case.			
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.
11	12	13	14	15	16	17	18	19	20	21
532	28·9	71 0	*Nil*	195	98	293	*Nil*	96·5	100·0	97·6
1,278	*Nil*	100·0	53	398	75	526	100·0	40·3	100·0	47·2
916	58·4	41·6	66	393	114	573	100·0	79·4	77·0	80·8
385	68·3	22·1	11	169	42	222	100·0	75·4	51·9	70·3
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
751	31·2	67·4	*Nil*	320	114	434	*Nil*	79·4	71·8	77·0
1,531	*Nil*	100·0	4	797	190	991	100·0	78·0	86·0	79·4
57	*Nil*	33·3	*Nil*	25	14	39	*Nil*	62·5	100·0	72·2
965	*Nil*	67·3	*Nil*	526	171	697	*Nil*	92·9	75·3	87·8
642	13·6	86·1	14	173	159	346	87·5	76·9	65·4	71·5
793	37·7	62·2	29	358	181	568	93·5	97·0	98·9	97·4
70	*Nil*	*Nil*	*Nil*	1	*Nil*	1	*Nil*	2·44	*Nil*	1·72
2,649	27·6	71·4	150	1,013	616	1,779	98·7	90·4	91·7	91·5
1,638	56·9	43·1	2	619	234	855	100·0	71·9	69·4	71·3
45	100·0	*Nil*	*Nil*	26	18	44	*Nil*	100·0	100·0	100·0
215	*Nil*	100·0	20	80	60	160	100·0	100·0	100·0	100·
5	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
743	50·7	49·3	1	320	154	475	100·0	85·8	79·0	83·5
1,017	74·3	25·7	*Nil*	511	242	753	*Nil*	96·2	81·2	90·8
110	52·7	47·3	*Nil*	45	13	58	*Nil*	100·0	86·7	96·7
167	88·0	12·0	*Nil*	84	22	106	*Nil*	96·6	88·0	94·6
2,687	37·9	61·2	100	1,144	732	1,976	100·0	100·0	99·5	99·8
260	*Nil*	60·3	8	93	42	143	88·8	64·1	80·7	69·4
12	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
241	*Nil*	100·0	3	76	39	118	100·0	50·3	92·8	60·2
208	*Nil*	93·3	*Nil*	91	72	163	*Nil*	98·9	100·0	99·4
1,115	*Nil*	90·1	*Nil*	507	99	606	*Nil*	76·7	30·7	61·6
34	*Nil*	100·0	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6
19,065	29·6	68·4	461	7,972	3,517	11,950	98·1	80·4	81·2	81·2
130	*Nil*	100·0	*Nil*	7	*Nil*	7	*Nil*	20·6	*Nil*	19·4
58	*Nil*	100·0	2	15	8	25	100·0	48·4	100·0	61·0
116	*Nil*	90·5	*Nil*	65	2	67	*Nil*	84·4	50·0	82·7
160	*Nil*	97·5	4	76	12	92	100·0	100·0	100·0	100·0
111	4·50	72·0	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
50	*Nil*	94·0	9	16	11	36	100·0	76·2	100·0	87·8
151	*Nil*	55·6	*Nil*	50	27	77	*Nil*	46·3	100·0	57·0
92	*Nil*	100·0	*Nil*	55	3	58	*Nil*	96·5	60·0	93·5
142	*Nil*	96·4	*Nil*	9	5	14	*Nil*	8·70	33·3	10·9
53	*Nil*	100·0	*Nil*	30	1	31	*Nil*	75·0	100·0	75·6
82	*Nil*	87·8	*Nil*	29	4	33	*Nil*	85·3	40·0	75·0
89	*Nil*	100·0	*Nil*	49	9	58	*Nil*	100·0	100·0	100·0
118	23·7	75·4	*Nil*	69	11	80	*Nil*	86·2	100·0	87·9
24	*Nil*	100·0	*Nil*	18	4	22	*Nil*	100·0	100·0	100·0
4	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
52	*Nil*	100·0	3	11	2	16	100·0	25·6	100·0	33·3
1,432	2 20	88·5	18	499	99	616	64·3	61·0	69·7	62·3
20,498	27·7	68·0	479	8,471	3,616	12,566	96·2	79·0	80·9	80·0

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1926-27.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Average cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I.						
Assam-Bengal	39,672	69,794	2,264	1,11,730	106·5	0·04
Bengal and North-Western	30,493	72,462	353	1,03,308	49·7	0·02
Bengal-Nagpur	72,000	3,74,833	22,058	4,68,891	151·5	0·04
Bombay, Baroda and Central India	2,05,444	6,48,393	35,249	8,89,086	232·9	0·05
Burma	1,33,030	69,167	3,305	2,05,502	109·2	0·03
Eastern Bengal	4,489	2,78,012	2,721	2,85,222	166·1	0·03
East Indian	*Nil*	8,47,002	88,957	9,35,959	233·6	0·03
Great Indian Peninsula	20,114	4,00,324	†	4,20,438	11·9	0·02
Jodhpur	*Nil*	15,474	1,516	16,990	19·6	0·01
Madras and Southern Mahratta	2,07,078	2,31,551	23,262	4,61,891	151·9	0·03
Nizam's Guaranteed State	1,65,425	*	23,026	1,88,451	185·7	0·07
North Western	11,792	8,22,703	4,611	8,39,106	133·4	0·04
Rohilkund and Kumaon	10,000	19,836	†	29,836	52·3	0·02
South Indian	1,55,754	1,03,371	5,970	2,65,095	138·7	0·03
Total	10,55,291	39,52,922	2,13,292	52,21,505	148·6	0·03
Class II.						
Barsi Light	2,500	4,656	240	7,396	63·0	0·02
Bengal Dooars	..	4,107	122	4,229	27·1	0·01
Bhavnagar State	25,775	11,328	†	37,103	130·7	0·05
Bikaner State	511	7,050	454	8,015	12·9	0·01
Darjeeling Himalayan	..	1,441	..	1,441	9·84	0·00
Dibru Sadiya	..	5,857	†	5,857	68·1	0·02
Gaekwar's Baroda State	*Nil*	13,146	319	13,465	39·5	0·02
Gondal	1,263	7,543	15	8,821	40·5	0·02
Howrah Amta	1,310	2,035	†	3,345	76·2	0·01
Jamnagar and Dwarka	—12,943	2,800	61	—10,082	—64·2	—0·05
Junagad State	—56,788	1,576	†	—55,212	—372·8	—0 20
Morvi	8,304	1,453	†	9,757	86·4	0·03
Mysore‡	6,750	10,430	†	17,180	40·5	0·02
Shahdara (Delhi)-Saharanpur Light	*Nil*	5,720	612	6,332	68·9	0·05
Total	—23,318	79,142	1,823	57,647	20·8	0·01
Class III Total	13,156	12,306	27	25,489	22·3	0·01
Grand Total	10,45,129	40,44,370	2,15,142	53,04,641	135·8	0·03

* Included in column 2. † Included under watchmen. ‡ Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1927-28

Volume I

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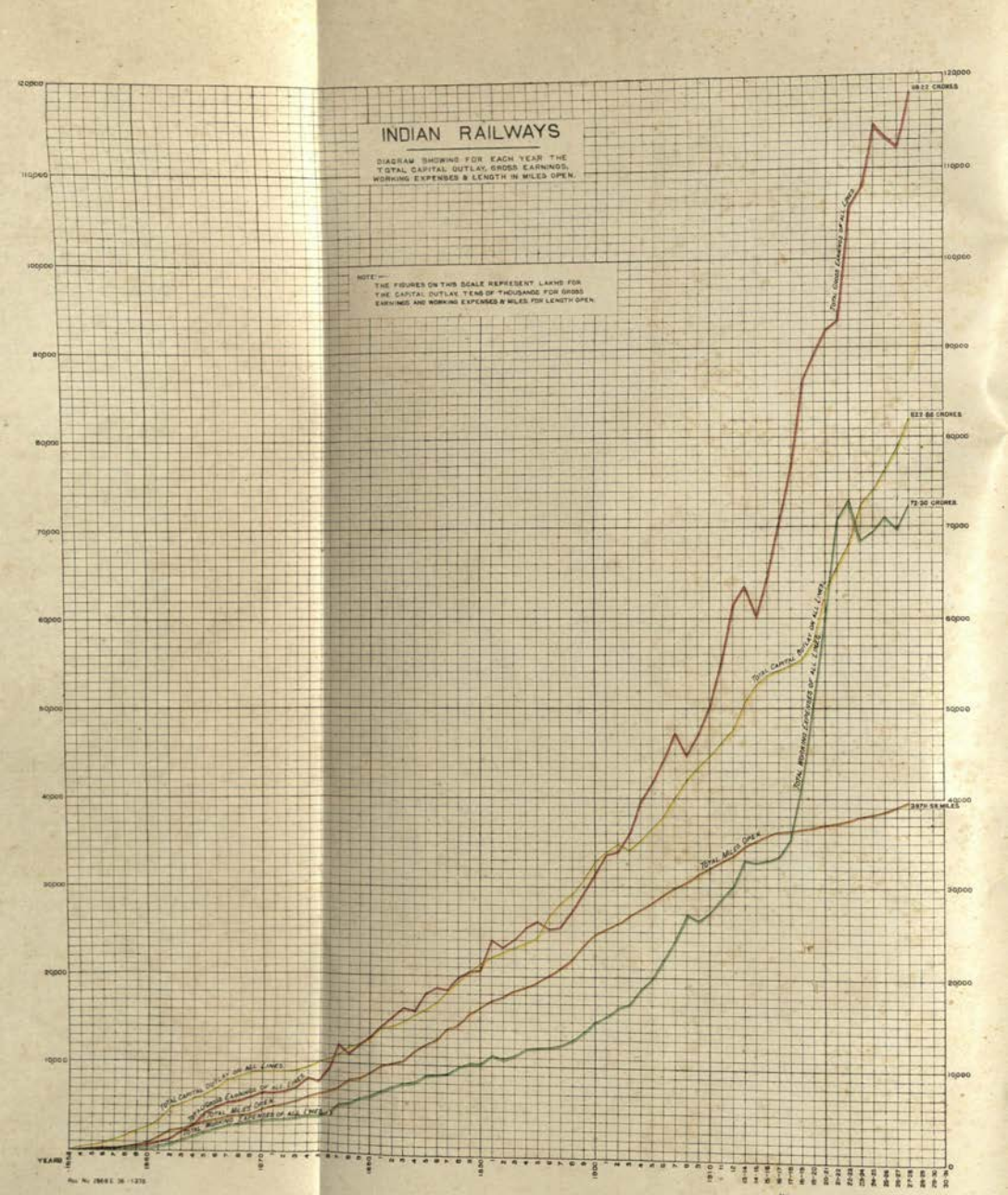

INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE:— THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS AND WORKING EXPENSES & MILES FOR LENGTH OPEN.
TOTAL GROSS EARNINGS OF ALL LINES
TOTAL CAPITAL OUTLAY ON ALL LINES
TOTAL WORKING EXPENSES OF ALL LINES
TOTAL MILES OPEN
YEARS
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
1850
1860
1870
1880
1890
1900
1910

CHAPTER I.

GENERAL ADMINISTRATION.

1. General Review.—This report deals with the results of the working of Indian Railways in the financial year 1927-28 and with the events of that year as affecting those railways. The monsoon of 1927 was, on the whole, normal; and well distributed rain fell generally over the country except in the south-western part of the Punjab where the rainfall was in great defect. Averaged over the plains of India, the rainfall during the monsoon period was in defect by only 2 per cent. During the retreating period of the monsoon, the rainfall was somewhat below normal in the southern half of the Peninsula and in moderate to large excess in the northern half. In Gujrat and Orissa floods occurred as a result of excessive rains towards the end of July 1927 and in both areas were the cause of extensive damage to railway embankments and bridges and of serious interruption of traffic on main lines of communication.

2. Taken all round the year was a most profitable one for Railways, the gross earnings of State-owned lines reaching the record figure of 104 crores, or an increase of $5\frac{3}{4}$ crores compared with 1926-27. Goods traffic was responsible for most of the increase in gross receipts, the earnings from goods carried on all railways amounting to $69\frac{1}{2}$ crores as compared with 65 crores in 1926-27. This large rise in goods traffic was considerably influenced by a marked increase in the cotton crop and in the export of raw jute. There were also considerable increases in the export of wheat, rice, oilseeds and tea. The increase of one crore in passenger earnings is accounted for by an increase of over 18 million in the number of passengers carried, largely the effect of reductions of fares.

3. Steady progress continues to be made with the development of the country by extending the net work of railways, approximately 700 miles having been opened during the year as compared with 421 in 1926-27. In addition there were 2,425 miles under construction on March 31st, 1928, and a further 1,000 miles sanctioned.

4. One of the principal features of the year's working was the opening of the electrification of the Bombay Local and Suburban Section of the Bombay, Baroda and Central India Railway on January 5th, 1928, by His Excellency the Governor of Bombay. It is hoped that with the introduction of this electric service a large amount of passenger traffic which has been lost to the railway will be regained. In common with most other railways throughout the world Indian Railways are increasingly feeling the pressure of road motor competition and reports all over the country show that where roads short circuit or run parallel to the railway, short distance passenger traffic is steadily decreasing.

5. Another feature of the year's working was the rapid development of publicity work on the State Railways, as a direct result of the formation of a Central Bureau and the appointment of a Chief Publicity Officer under the Railway Board. This development was soon followed by the establishment of a Publicity Office in London in July 1927.

6. Among other matters of interest may be mentioned the conclusion of the investigation into Railway Accounts by Sir Arthur Dickinson, whose report was submitted in August 1927 and is at present under consideration, the progress made in the establishment of a Central Clearing Accounts Office at Delhi, the continuance of the work done by the Rates Advisory Committee and the increase both in the number of meetings held and in the interest shown in Local Advisory Committees.

7. Railways and the Legislature.—The interest taken by members of the Council of State and Legislative Assembly in the working of Railways

has in no way lessened as is shown by the large proportion of questions on railway subjects. Out of a total of 2,765 questions asked in the Legislature on all subjects during the year 845 or over 30 per cent. dealt with railway matters. The subjects in which the greatest interest was shown were Indianisation, the recruitment and training of staff, communal questions, grievances of passengers, stores indents and purchases, projected lines, consumption and purchase of coal and the Railway Clearing Accounts Office. Apart from questions the following resolutions or adjournment motions were moved in connection with railway subjects :—

On 5th September 1927 a resolution was moved in the Council of State recommending that a Committee of 3 members consisting of the Member for Commerce and Railways as Chairman and two other members, one from the Legislative Assembly and the other from the Council of State, elected from among the elected members of these bodies, should be appointed to enquire into the grievances of railway employees throughout India and suggest ways and means for the amelioration of their lot. The resolution was negatived.

On the 7th September 1927 the adjournment of the Legislative Assembly was moved to discuss the decision of the Bengal Nagpur Railway authorities to retrench 2,000 men of the Kharagpur workshops. The motion was ruled out of order on the ground that the matter was not urgent.

On 14th September 1927 the adjournment of the Legislative Assembly was again moved to discuss the serious situation that had arisen in the Bengal Nagpur Railway workshops at Kharagpur as evidenced by the fact that the railway authorities thought it necessary to close the workshops and call in the aid of military police. Leave was granted on this occasion and after a long debate the motion was adopted by 44 votes to 38.

On 14th September 1927 a resolution was moved in the Council of State recommending that the Government should take necessary steps to reconstitute the Local Advisory Committees for Railways with a view to giving them larger powers and responsibilities and to make them more thoroughly representative of the people. Government could not agree to undertake the wholesale reconstitution of these Committees but they agreed to circulate a copy of the debate to the Agents of Railways. The resolution was withdrawn.

On 19th September 1927 a resolution was moved in the Council of State recommending that railway construction be started during the year 1928-29 for connecting Burma with India by rail and that necessary steps be taken forthwith. The resolution was negatived.

On 27th February 1928 a resolution was moved in the Council of State recommending the establishment of a Central College of Railway Engineering in India with a view to stopping recruitment of non-Indians and of training and recruiting in India all officers of the Mechanical Engineering and Transportation Services of Indian Railways. An amendment to this Resolution was moved recommending that substantial subsidies and grants-in-aid and proper facilities for practical training in railway workshops be given to the already existing mechanical engineering colleges in different provinces and their graduates be appointed to fill the vacancies in State Railways with a view to restricting recruitment of non-Indians and to train and recruit in India officers of the Mechanical services of Indian Railways. This amendment was subsequently with the leave of the House withdrawn and the original resolution was negatived.

On 10th March 1928 the adjournment of the Legislative Assembly was moved to consider the serious situation that had arisen in the

Howrah Station

Lillooah workshops on the East Indian Railway on account of the railway strike. The motion was ruled out of order.

8. Railway Budget.—In accordance with the practice set up when railway finances were separated from general finances, the railway budget was introduced in the legislature in advance of the general budget. It was presented to both Houses on the 20th February 1928 after having been discussed with the Standing Finance Committee for Railways in meetings held at the end of January. The general discussion on the budget took place in the Assembly on the 22nd February and in the Council of State on the following day. Demands for grants were discussed and voted by the Assembly during the four days, February 24th to 28th.

There was a note of congratulation running through most of the speeches in the general discussion on the Railway Budget, though there were criticisms on individual points such as the grievances of railway employees, hardships of 3rd class passengers and Indianisation. The discussion in the Assembly was briefer than usual as it was brought to an abrupt conclusion for want of a quorum.

32 motions of reduction were actually made during the motions for demands for grants, but none were carried; only four of them being pressed to a division. The majority of these motions for reduction were, as usual, under the first demand, "Railway Board". The main motion to reduce the grant under that head to Re. 1, as a token of the dissatisfaction of the House with the entire railway policy of Government, was negatived by a majority of 12.

9. Standing Finance Committee for Railways.—The Standing Finance Committee for Railways held twelve meetings in the course of the year at Bombay, Calcutta, Simla, Madras and Delhi. They scrutinised in detail at one of the earlier meetings the programmes of railways for the purchase of rolling stock in 1928-29 and the rest of their capital programmes for that year at a later meeting. The budget proposals as a whole for 1928-29 were placed before them and discussed by them in their meetings in January at Delhi. The Committee also examined and approved the proposals of the Railway Board for the construction of several new lines and for the creation of a number of superior posts on Indian Railways.

10. Local Advisory Committees.—108 meetings were held of the Local Advisory Committees on State-owned Railways during the year as compared with 92 in the previous year and 84 in 1925-26. Two new Committees were formed by the Bengal Nagpur Railway, at Ranchi for Bihar and Orissa and at Nagpur for the Central Provinces. The number of meetings held on the different railways during the year was as follows:—

Railways.	No. of Meetings.
Assam Bengal	2
Bengal and North Western—	
Muzaffarpur	3
Gorakhpur	3
Bengal Nagpur—	
Calcutta	9
Bihar and Orissa	3
Central Provinces	2
Bombay, Baroda and Central India	8
Burma	2
Eastern Bengal	10
East Indian—	
Calcutta	12
Cawnpore	3
Lucknow	3
Great Indian Peninsula—	
Bombay	12
Nagpur	3

Railways.	No. of Meetings.
Madras and Southern Mahratta	10
North-Western—	
Lahore	12
Karachi	4
Rohilkhund and Kumaon	3
South Indian	4
TOTAL	108

Many different subjects were discussed at the meetings, indicating the increasing importance attached by the public to the existence of the Committees. The following may be mentioned as typical of the subjects discussed :—

Overcrowding in trains.
Alterations in time tables.
Arrangements for the provision of refreshments and drinking water for passengers.
Remodelling of and improvements to stations.
Facilities for 3rd class passengers.
Reduction in fares.
Concessions in fares.
Rates for goods traffic.
Opening of new stations.
Electrification schemes.
Design of railway carriages.
Sanitary arrangements in lavatories of 3rd class carriages.
Settlement of claims.
Passengers travelling without tickets.
Construction of new lines.
Running of through trains and carriages.
Return tickets.
Arrangements in connection with fairs and during rush periods.
Late running of trains.
Intermediate class accommodation on certain trains.
Mileage coupon tickets.
Railway risk notes.
Waiting rooms for intermediate class passengers.
Travelling cinema cars.
Provision of lavatories in servants' compartments.
Electric fans in intermediate compartments.
Checking of passengers' luggage in trains.
Cold storage transit for fish and refrigerator vans for perishables.
Road motor competition.

11. Rates Advisory Committee.—Mention was made in last year's report of the establishment of a Rates Advisory Committee to investigate and make recommendations to Government on the following subjects :—

(1) Complaints of undue preference;
(2) Complaints that rates are unreasonable in themselves;
(3) Complaints or disputes in respect of terminals;
(4) The reasonableness or otherwise of any conditions as to the packing of articles specially liable to damage in transit or liable to cause damage to other merchandise;

(5) Complaints in respect of conditions as to packing attached to a rate;

(6) Complaints that Railways do not fulfil their obligations to provide reasonable facilities under Section 42 (3) of the Indian Railways Act.

At the end of 1926-27 there remained 5 cases outstanding with the Committee and 9 new cases were referred to the Committee during 1927-28. Up to 31st March 1928 the Committee had submitted their report on the following four cases:—

(1) Complaint of undue preference from the Grain merchants of Ajmer against the Bombay, Baroda and Central India Railway in the matter of concession rates for the carriage of food grains consigned to the Bombay, Baroda and Central India Railway Indian Co-operative Association, Ajmer.

(2) Complaint from the Central Provinces Portland Cement Company against the Great Indian Peninsula Railway as regards the unreasonableness of the terminal charge levied on coal delivered at the siding leading to the Company's works at Jukehi.

(3) Complaint of the Amritsar Sugar Mills Co. against the East Indian and North Western Railways that the rates for jagree from stations on the Bengal and North Western Railway, *viâ* Barabanki and Saharanpur to Amritsar were unreasonable.

(4) Complaint of undue preference from the Katni Lime Manufacturers Association against the Great Indian Peninsula Railway regarding the rates for lime from Katni-Merwara to and *viâ* Naini for stations north and west of Naini.

As regards (1) the Committee recommended the withdrawal of the concession and this was agreed to by the Government of India. In the case of (2) the Committee were of opinion that the terminal charge at Jukehi should be remitted. This recommendation was not accepted by the Government of India. In the case of the Amritsar Sugar Mills Company, the Committee recommended that the North Western Railway should quote a rate of ·28 pies per maund per mile for jagree for refining purposes, subject to the ordinary terminal charge at destination. This recommendation was accepted with certain modifications. As regards the fourth case it was held by the Committee that the rates charged did not affect the complainants adversely, their real cause of grievance being delays to consignments. The Committee therefore had no recommendations to make as regards the rates.

Owing to the serious illness of Sir Narsimha Sarma, K.C.S.I., President of the Committee, the sittings of the Committee were temporarily suspended from 21st January 1928. The suspension of the sittings of the Committee, however, did not preclude the submission of applications to the Railway Department and Agents of Railways in accordance with the procedure in force. Preliminary enquiries in connection with such applications continued to be made and those of them which were to be submitted to the Committee were sent to them when the Committee resumed their sittings in April 1928.

12. Meetings with Agents and Local Governments.—The Railway Board held general meetings with the Agents of the principal railways in October 1927 at Simla and in March 1928 at Delhi when a number of important subjects were discussed. Visits were also paid to the Board at different times during the year by several Agents. Apart from these meetings and visits 37 visits were paid by the Chief Commissioner, Financial Commissioner or a Member of the Board to the headquarters of Railway Administrations and 11 to Local Governments. Notices are inserted in the newspapers notifying beforehand the tours of the Hon'ble Member for Railways, the Chief Commissioner, Financial Commissioner and Members and information is also sent in advance to Local Governments, Chambers of

Commerce and other public bodies. By these means the Railway Board are able to keep in close contact with the public on the one side and Railway Administrations on the other.

13. Clearing Accounts Office:—It was stated in last year's report that a Clearing Accounts Office, with a Statutory Audit Office attached thereto, was opened in December 1926 to take over work relating to the check and apportionment of traffic interchanged between State-managed Railways. The work of the different railways was gradually transferred to this office, the North Western Railway work being taken over first on the 1st January 1927, that of the East Indian Railway following on the 1st April, and that of the Eastern Bengal Railway on the 1st January 1928. The Great Indian Peninsula Railway work was not transferred till after the close of the year.

At the request of the Bombay, Baroda and Central India Railway an exhaustive experiment was conducted to check the accuracy of the results obtained by the revised procedure, and as the experiment was completely successful, the Board of Directors of the Bombay, Baroda and Central India Railway have recently agreed to the transfer of the check and apportionment of their foreign traffic to the Clearing Accounts Office.

During the year under review demonstrations explaining the Clearing Accounts Office procedure were given to the representatives of the Press as well as to the representatives of various railways who visited the office to study the new procedure. An important demonstration was given to representatives of the Southern railways at Madras who were so impressed with the superiority of the new procedure that they unanimously recommended to their Home Boards the transfer of the work of check and apportionment of earnings from interchanged traffic to the Clearing Accounts Office, and it is hoped that a branch Clearing Accounts Office will be opened at Madras early in 1929 to deal with such traffic.

14. Investigation into the present form of Railway Accounts.—Mention was made in paragraph 16 of last year's report of the investigation by Sir Arthur Dickinson into the system of accounts followed on Indian railways. Sir Arthur Dickinson completed his investigation in March 1927 and submitted his report in August 1927. His recommendations which are of a far reaching character are at present under consideration.

15. Termination of the Contract with the Burma Railways Company.—After the transfer of the East Indian and the Great Indian Peninsula Railways to State-management, the next State-owned company-managed railway system whose contract can be determined is the Burma Railways. The contract for working this line being terminable on the 31st December 1928, notice had to be given before 31st December 1927 and the future management of the line engaged the attention of the Government during the year under review. After careful consideration, and having full regard to the views of the Government and the Legislative Council of Burma who expressed themselves in favour of State-management, it was decided, with the approval of the Secretary of State to take over the Burma Railways for management by the State after the termination of the present contract with the Burma Railways Company on the 31st December 1928. While the transfer of the line to State-management will entail the payment to the Burma Railways Company of a sum of £3,000,000 it is likely to result in an increase of about half a crore in net annual revenue to Government.

16. Stores Department Re-organisation and Stores Standardisation Committee.—For some time the Railway Board have had under their consideration the question of reorganising the Superior Establishment of the Stores Department on State Railways. This reform had, in their opinion, become a good deal overdue, for the gradual increase in the purchase of stores in India had for many years tended to enhance the importance of the Stores Department and to make it necessary to relieve the Agent of the detailed control of local purchases by increasing the responsibility of the Controller of Stores and by putting that officer into his proper position as the principal supply officer of the Railway. The lower status of the Controller of Stores,

as compared with other Heads of Departments of each Railway, was in fact a survival of the early times when a very large proportion of the materials and stores required for the day to day working of the Railways had to be imported. Purchases in India, however, will certainly tend to go on increasing, as they have done in the past, in view of the policy of the Government of India which has, for its object, the local purchase of all stores as far as this can be done; and not only will the scope of the business of local purchase be further extended, but it will be necessary also that inspection, analysis and testing must be provided for more adequately and the responsibilities of the Controller will be greatly increased.

In these circumstances, therefore, the Board decided that a reorganisation was necessary and that the Controller of Stores must become the Agent's general adviser on matters of supply, and that, as a result, his duties would rank in importance with those of the heads of the other main departments. It is clear that, in order to carry these responsibilities satisfactorily the Controller of Stores and a proportion of his officers must possess technical engineering qualifications which have hitherto not been demanded in recruits for the Stores Department, and it is intended that this need shall be met by seconding officers of the Civil and Mechanical Engineering departments to serve in the Stores Department. Reorganisation is consequently being carried out on these lines.

In pursuance of this plan, which they had in view, the Railway Board appointed a selected officer in November 1926 to report on the supply, distribution and custody of stores on the State-worked railways, and to make recommendations for modification of procedure and methods to meet the changed conditions. The report was submitted in March 1927 and the orders of the Board in regard to it were finally issued to Railways in November 1927. The recommendations in the report were accepted in the main by the Railway Board who, when supplying copies of the report to the Agents of the State-worked Railways, mentioned certain points in which they did not fully accept the recommendations and gave general instructions on other points. Emphasis was specially laid on the necessity of standardisation of stores and for purchase against specifications, and the Board subsequently established a Stores Standardisation Committee on the same lines as other Standardisation Committees which have been brought into existence. The appointment of this Committee is referred to again in Chapter V below.

17. Standardization Committees.—In pursuance of the Railway Board's declared policy of progressive standardization, to which a reference was made in last year's report, the various Standardization Committees continued to function during the year under review. A brief account of their activities is given below.

Track Standards Committee.

The Track Standards Committee held their fourth meeting in October 1927. The more important subjects dealt with were the preparation of standard designs for points and crossings for use with 115 lbs. rails; standard designs for steel sleepers for use with 115 lbs. and 75 lbs. rails (broad gauge) and 60 lbs. rails (metre gauge); standard designs for cast iron sleepers for use with 115 lbs. and 75 lbs. rails (broad gauge); and standard designs for Broad Gauge and Metre Gauge dogspikes. The Committee's designs for points and crossings for 115 lbs. rails are being given a trial on the Bhore Ghat realignment of the Great Indian Peninsula Railway. The Committee's recommendations in regard to steel sleepers are under investigation, in consultation with the Consulting Engineers, Messrs. Rendel, Palmer and Tritton. As regards cast iron sleepers, the Committee have deferred the preparation of standard designs of cast iron sleepers for use with 115 lbs. and 75 lbs. rails, pending the results of the trial of three types of cast iron plate sleepers which have been ordered for use with 90 lbs. rails on the State-managed Railways. The Committee's designs for broad gauge and metre gauge dogspikes have been approved for general adoption.

At this session the Committee also prepared a specification for built-up points and crossings, which after consideration by the Railway Board has been adopted as a standard for the State-managed Railways and has been recommended for adoption by the other main line Administrations.

Bridge Standards Committee.

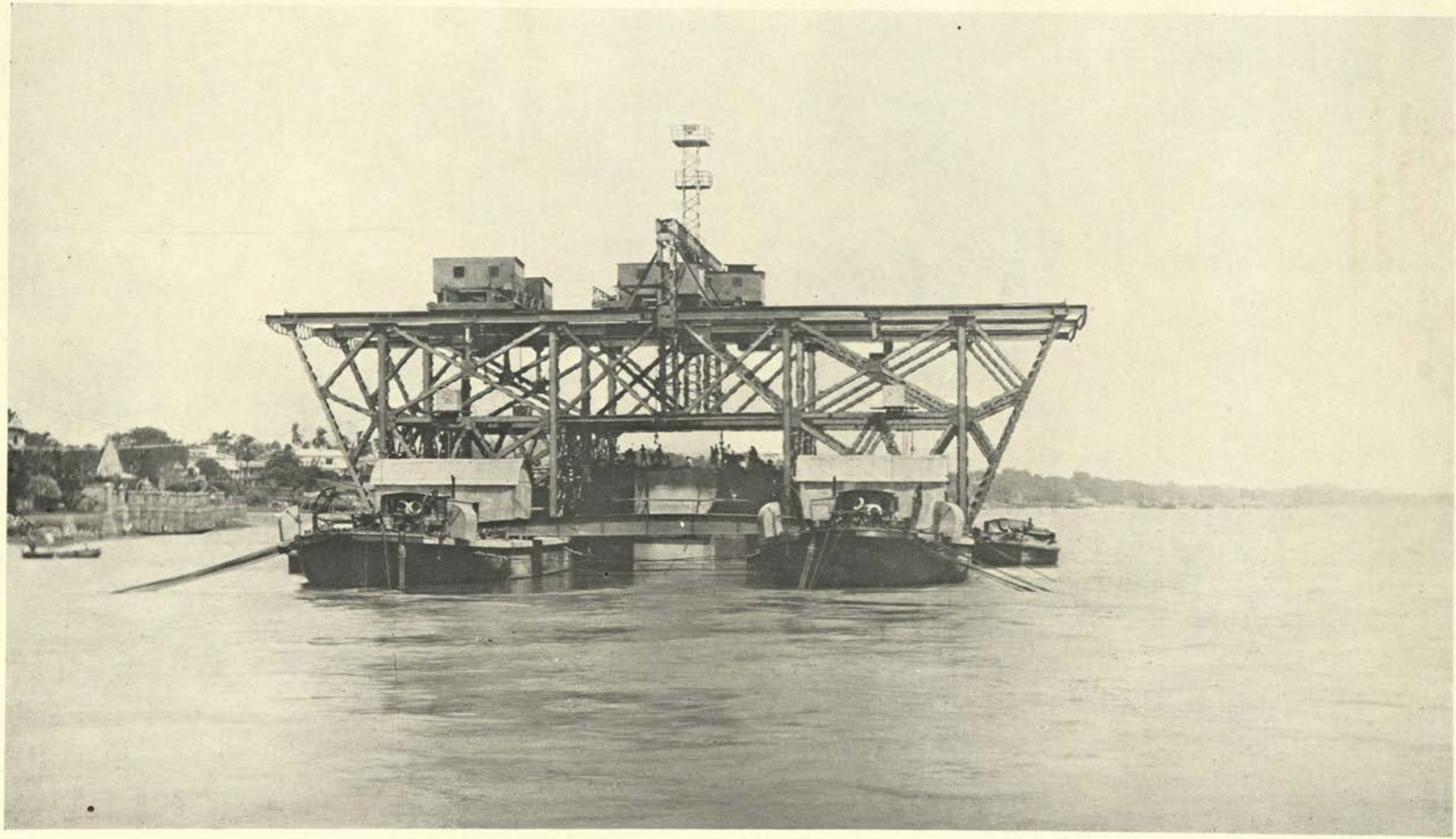
The Bridge Standards Committee met twice during the year under review. They held their fourth session from the 18th to the 30th July 1927, and their fifth session in January 1928. Among the various subjects dealt with may be mentioned the revision of the " Special Rules for Arched Masonry Bridges "; the investigation of the main features to be adopted in preparing designs for (*a*) arched masonry bridges, and (*b*) abutments and wing walls of girder bridges, suitable for the Heavy Mineral Standard of Loading; the examination of designs for plate girders, suitable for the Heavy Mineral and Main Line Standards of Loading; the preparation of revised Tables of the Equivalent Uniformly Distributed Loads for the three Standards of Loading, both for Bending Moments and Shears; and the consideration of proposals and type designs for Standard Skew Spans.

Mention was made in last year's Report of experiments being carried out on metre gauge railways with a view to arriving at the impact formula to be adopted for metre gauge bridge girders. These experiments continued during the year under review and have not yet been completed. The impact formula has not, therefore, been definitely decided upon, and this question will receive consideration at some future session of the committee.

Signal and Interlocking Standards Committee.

The Signal and Interlocking Standards Committee did not hold a session during the year under review. The preliminary work (that is, the preparation of drawings, etc.), in connection with the standardization of signal equipment and fittings on Indian Railways, to which a reference is made in last year's report, was, however, proceeded with.

The Committee's recommendations, framed at their second session in February 1927, and mentioned in last year's report, with regard to the isolation of through running lines at stations, have been accepted by the Railway Board, and definite rules governing the isolation of such lines have been issued to all Railway Administrations. The Committee's recommendations regarding standardization of systems of signalling and interlocking are under further investigation.



Steel Work of Caisson No. 2 in course of erection

CHAPTER II.

FINANCIAL RESULTS OF THE YEAR'S WORKING.

18. The principal results of the working of railways are summarised in the table below:—

—		Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage open for traffic.	1926-27	35,132	3,917	39,049
	1927-28	**35,587**	**4,125**	**39,712**
(*ii*) Number of passengers originating.	1926-27	570,726,100	33,645,700	604,371,800
	1927-28	**588,663,200**	**34,451,600**	**623,114,800**
(*iii*) Number of passenger miles.	1926-27	19,603,413,000	762,837,000	20,366,250,000
	1927-28	**20,908,343,000**	**795,947,000**	**21,704,290,000**
(*iv*) Tons originating	1926-27	82,080,000	3,753,000	85,833,000
	1927-28	**85,823,000**	**3,968,000**	**89,791,000**
(*v*) Number of ton miles.	1926-27	20,103,214,000	*272,444,000	*20,375,658,000
	1927-28	**21,620,094,000**	**282,128,000**	**21,902,222,000**

*Revised figures.

19. Trade Review.—*Exports.*—Exports of Indian merchandise were valued at 319 crores, an increase of 6 per cent. over 1926-27. With the exception of cotton and cotton manufactures all the staple commodities recorded an increase. Despite an improvement of 17 per cent. in the production of cotton, shipments of raw cotton fell from 569,000 tons valued at Rs. 58½ crores to 480,000 tons valued at Rs. 47¾ crores. The value of cotton manufactures exported also declined by Rs. 2·08 crores. On the other hand the exports of raw jute rose by 184,000 tons to 892,000 tons in quantity and by Rs. 4 crores to Rs. 31 crores in value, notwithstanding a decrease in the outturn of the jute crop by 16 per cent. as compared with the preceding year. The wheat crop of 1926-27, which was mostly moved during the year under review, was slightly better than in the preceding year and the exports rose from 176,000 tons valued at Rs. 2·71 crores in 1926-27 to 300,000 tons valued at Rs. 4·41 crores in 1927-28. The rice crop of the season showed a deficiency of 6 per cent. in comparison with the preceding year but the exports showed an increase of 5 per cent. in quantity amounting to 2,152,000 tons (valued at Rs. 33½ crores) in 1927-28 as against 2,035,000 tons (valued at Rs. 33 crores) in 1926-27. Shipments of oil seeds advanced from 838,000 tons valued at Rs. 19 crores in 1926-27 to 1,210,000 tons valued at Rs. 27 crores in 1927-28, an increase of 372,000 tons in quantity and of Rs. 8 crores in value. Groundnuts alone contributed Rs. 6 crores to this increase. The tea industry experienced another prosperous year and the exports increased from 349 million lbs. to 362 million

lbs. in quantity and from Rs. 29·04 crores to Rs. 32·48 crores in value. The exports of lac rose by Rs. 1·52 crores in value but decreased in quantity by 48,000 cwts.

Imports.—Imports of private merchandise increased by Rs. 19 crores to Rs. 250 crores, more important items contributing to this increase being iron and steel and manufactures thereof (+Rs. 4⅔ crores) machinery of all kinds, including belting for machinery (+ Rs. 2⅓ crores) cotton, raw and waste (+ Rs. 1⅔ crores), mineral oils (+ Rs. 1½ crores), Railway plant and rolling stock (+ Rs. 1½ crores) vehicles, excluding locomotives, for railways (+ Rs. 1⅓ crores) and artificial silk (+ Rs. 1¼ crores). Bombay mills continued to use foreign cotton in appreciable quantities and the imports, chiefly from the United States of America and Kenya Colony, totalled 65,800 tons, valued at Rs. 6·71 crores as against 45,100 tons, valued at Rs. 4·97 crores in the preceding year. On the other hand there was a substantial decline in the imports of sugar (– Rs. 4 crores), the quantity having fallen from 923,000 tons to 823,000 tons.

The visible balance of trade in merchandise and treasure in 1927-28 was Rs. 50 crores in favour of India as compared with Rs. 40 crores in 1926-27.

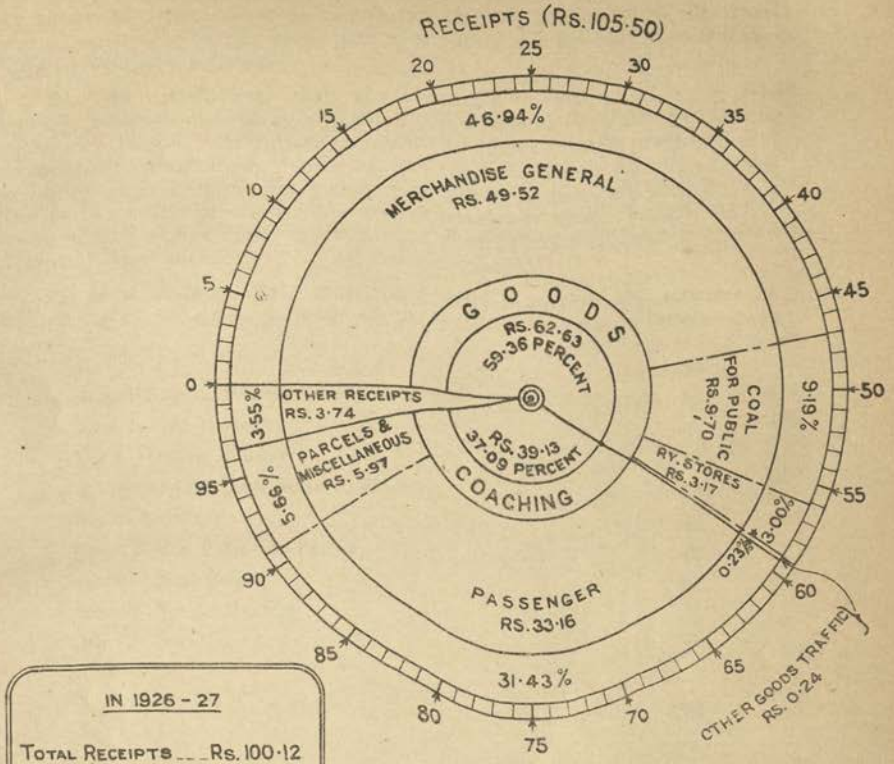
20. Financial results of working.—The financial results of working of railways in India during 1927-28 and 1926-27 are compared in the table below. It takes into account only those Railways with which the Government of India is directly concerned :—

(Figures in thousands.)

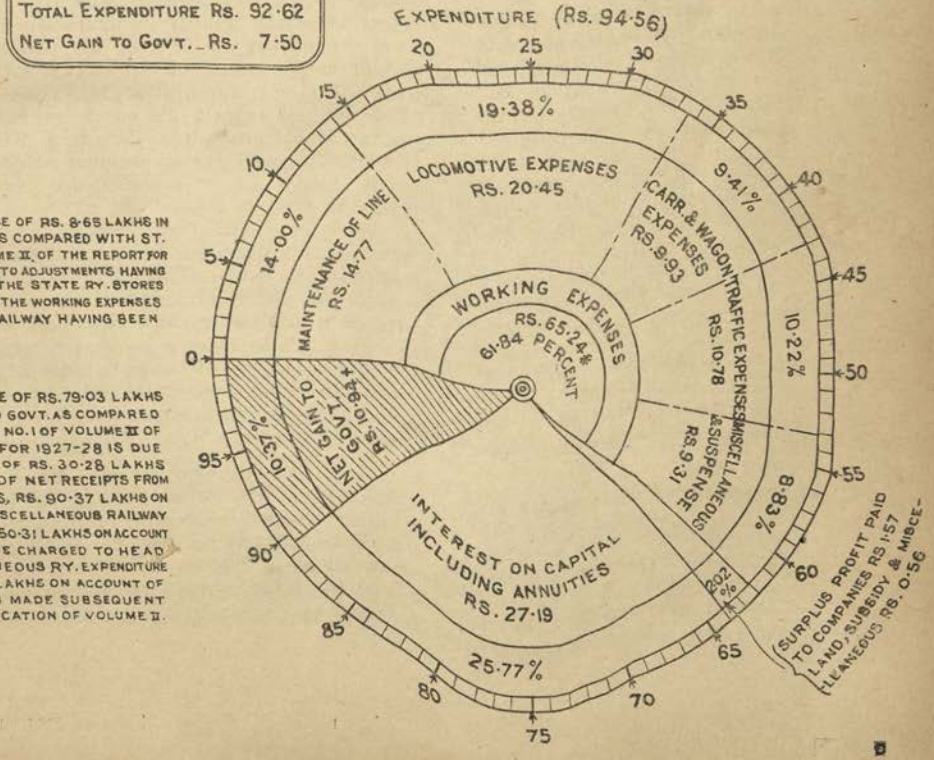
	1926-27.	1927-28
	Rs.	Rs.
(*i*) (*a*) Gross Earnings	99,03,98	**1,04,23,72**
(*b*) Surplus profits from subsidised companies	39,72	**35,61**
(*c*) Interest on Depreciation and Reserve Funds . . .	63,92	**82,20**
(*d*) Other Miscellaneous Railway Receipts	4,75	**8,17**
TOTAL RECEIPTS . .	1,00,12,37	**1,05,49,70**
(*ii*) (*a*) Working expenses (excluding Depreciation) . . .	53,51,14	**53,86,80**
(*b*) Depreciation	10,88,58	**11,37,55**
(*c*) Surplus profits paid to Companies	1,65,56	**1,57,14**
(*d*) Land and Subsidy to Companies	5,21	**5,33**
(*e*) Interest	25,86,70	**27,18,30**
(*f*) Miscellaneous Railway Expenditure	65,52	**50,17**
TOTAL EXPENDITURE .	92,62,71	**94,55,29**
(*iii*) Net Gain	7,49,66	**10,94,41**
(*iv*) (*a*) Contribution from railway to general revenues (including ⅓ excess of railway surplus over three crores) . .	6,01,13	**6,30,77**
(*b*) Surplus railway revenue transferred to Railway Reserve Fund	1,48,53	**4,63,64**
TOTAL .	7,49,66	**10,94,41**

RAILWAY RECEIPTS AND EXPENDITURE ON STATE OWNED LINES IN INDIA IN 1927-28.

FIGURES IN CRORES.



IN 1926 - 27	
TOTAL RECEIPTS	Rs. 100·12
TOTAL EXPENDITURE	Rs. 92·62
NET GAIN TO GOVT.	Rs. 7·50



* THE DIFFERENCE OF RS. 8·65 LAKHS IN EXPENDITURE AS COMPARED WITH ST. NO. 3 OF VOLUME II OF THE REPORT FOR 1927-28 IS DUE TO ADJUSTMENTS HAVING BEEN MADE IN THE STATE RY. STORES ACCOUNTS & TO THE WORKING EXPENSES OF THE E. B. RAILWAY HAVING BEEN REVISED.

+ THE DIFFERENCE OF RS. 79·03 LAKHS IN NET GAIN TO GOVT. AS COMPARED WITH SUMMARY NO. 1 OF VOLUME II OF THE REPORT FOR 1927-28 IS DUE TO INCLUSION OF RS. 30·28 LAKHS ON ACCOUNT OF NET RECEIPTS FROM SUBSIDIZED RYS, RS. 90·37 LAKHS ON ACCOUNT OF MISCELLANEOUS RAILWAY RECEIPTS, RS. 50·31 LAKHS ON ACCOUNT OF EXPENDITURE CHARGED TO HEAD 12-MISCELLANEOUS RY. EXPENDITURE AND RS. 8·69 LAKHS ON ACCOUNT OF ADJUSTMENTS MADE SUBSEQUENT TO THE PUBLICATION OF VOLUME II.

21. The net gain in 1927-28 from railways amounted to 11 crores or 3½ crores more than the preceding year. Of this amount about 6⅔ crores accrued under the convention to general revenues and the balance was transferred to railway reserves.

22. This satisfactory result is attributable mainly to the very large increase realised in earnings without a corresponding addition to working expenses. Whereas the former exceeded the figures for the preceding year by nearly 5¼ crores or over 5 per cent., the rise in ordinary working expenses excluding depreciation was only about ⅓ of a crore or less than one per cent. The variations under other items are comparatively small, though the increase of half a crore under depreciation and of 1⅓ crores in interest charges following large additions to capital deserves mention.

23. Most railways have contributed substantially to the increase of 5·20 crores in the gross earnings of the year. The total is made up as follows:—

	Lakhs.
Bengal Nagpur Railway	95
East Indian Railway	89
North Western Railway	89
Madras and Southern Mahratta Railway	53
Burma Railways	44
Great Indian Peninsula Railway	42
South Indian Railway	32
Eastern Bengal Railway	31
Other railways	45
	5,20

It is noteworthy that the increase on almost all railways occurs under goods earnings, though passenger traffic has also contributed its share towards the general improvement. But for the disastrous floods between the middle of July and the middle of August in Guzarat and on the East Coast, affecting seriously the earnings of the Bombay, Baroda and Central India and Bengal Nagpur Railways, the receipts would have been still higher. Taking individual railways, special mention must be made of the increase on the Bengal Nagpur Railway, whose earnings during the year constituted a record, though, it must be added, this is in part due to the strike at the end of 1926-27 which held up goods traffic and threw forward earnings to the next year. The East Indian Railway improved both in coaching and goods earnings, the former on account of the 12-yearly Kumbh Mela at Hardwar and the increased traffic following the general extension of week-end tickets and other concessions in fares. The earnings of the North Western Railway were nearly a crore higher than the previous year mainly on account of increased receipts from raw cotton and wheat and other grains. The Southern railways too showed a large increase, earnings having been stimulated by the heavy demand in the European market for ground-nuts, and the prosperity brought about by favourable monsoons resulting in a larger movement of passengers.

24. The increase of about ⅓ of a crore in ordinary working expenses of State owned Railways during 1927-28 is specially noteworthy, as the rise in expenditure in most railways is trifling when compared with the increase in earnings. Except on the Bengal Nagpur Railway, where there is an increase of 60 lakhs which is, in its way, almost as much of a record as the increase in earnings, of which it is a direct result, and has been swelled by the cost of heavy repairs to breaches undertaken during the year, the

growth of working expenses is small. The more important figures are given below—

	Increase + Decrease −
	Lakhs.
Bengal Nagpur Railway	+60
North Western Railway	+27
Eastern Bengal Railway	+13
Burma Railways	+11
Bombay, Baroda and Central India Railway	−18
Great Indian Peninsula Railway	−58
Other railways and suspense	+1
	+36

The decrease on the Great Indian Peninsula Railway is mainly due to large credits from relaying track and to a lower unit cost of repairs to rolling stock, but there has also been a welcome fall in operating charges. The Bombay, Baroda and Central India Railway is the only other railway which shows a decrease in expenditure; the reduction is mainly under operating expenses as a result of cheaper cost and reduced consumption of fuel. On other railways the increase is attributable to various causes, such as, increased cost of track maintenance due to opening of new lines, increments to staff, arrear payments on introduction of time-scales on certain railways, etc.

25. The following table compares the working expenses of 1926-27 and 1927-28 under the Major Heads for which grants are voted by the Assembly :—

(Figures in thousands.)

	1926-27.	1927-28	Difference.
	Rs.	Rs.	Rs.
1. General Administration	13,06,00	13,44,26	+38,26
2. Repairs and Maintenance and Operation	43,83,32	43,90,60	+7,28
3. Appropriation to Depreciation Fund	10,88,58	11,37,55	+48,97
TOTAL	67,77,90	68,72,41	+94,51
Deduct—Worked lines and Suspense	3,38,18	3,48,06	+9,88
TOTAL WORKING EXPENSES	64,39,72	65,24,35	+84,63

The increase under general administration is due, as usual, to extra staff employed on new lines opened during the year, to annual increments to staff with consequential increases in the payment of provident fund bonuses and gratuity, and to heavy payments to workshop staff brought under reduction on certain railways.

Under repairs and maintenance and operation, there is a net increase of 7 lakhs, a decrease of 9 lakhs under repairs and maintenance being set off by an increase of 2 lakhs under fuel and of 14 lakhs under other operating charges.

Saloon for His Highness the Maharaja of Jodhpur

26. The contribution to General Revenues amounted to 6,31 lakhs or 30 lakhs more than in 1926-27. The statement below shows how this is arrived at:—

(Based on actuals of penultimate year 1925-26.)

(Figures in thousands of rupees.)

	Rs.	Rs.
1. 1 per cent. on Capital of 6,00,36,80 at charge—Commercial lines—to end of 1925-26	...	6,00,37
2. (*a*) Receipts (1925-26)—		
Gross traffic receipts—Commercial lines	98,05,94	
Subsidised Companies—Share of surplus profits . .	35,07	
Interest on Depreciation and Reserve Fund balances and dividends on investments in Branch lines and miscellaneous receipts	53,36	
TOTAL RECEIPTS .	...	98,94,37
(*ii*) Charges (1925-26)—		
Working expenses—Commercial lines	62,61,82	
Indian States and Railway Companies' share of surplus profits	1,77,42	
Land and Subsidy	4,38	
Interest—		
On capital at charge—Commercial lines . . .	21,83,19	
On capital contributed by Indian States and Companies	1,66,99	
Miscellaneous Railway expenditure	25,95	
Contribution at 1 per cent. on capital at charge—Commercial lines	6,00,37	
TOTAL CHARGES .	...	94,20,12
(*iii*) Surplus	...	4,74,25
(*iv*) Contribution of one-fifth of surplus	...	94,85
3. (*i*) Total contribution from railway revenues 1 *plus* 2 (*iv*) .	...	6,95,22
Deduct—Loss on strategic lines—		
(*i*) Interest on Capital of 30,94,89 . . .	1,30,94	
(*ii*) Loss in working	15,33	
		1,46,27
(*iii*) Net payment due from Railway to General Revenues in 1927-28	...	5,48,95
4. *Add* $\frac{1}{3}$ of excess over 3 crores of surplus in 1927-28 arrived at as follows:—		
(*i*) Total receipts including Government share of surplus profits from subsidized companies and interest on Depreciation and Reserve Fund balances and other miscellaneous receipts . .	1,05,49,70	
(*ii*) Total charges (including surplus profits paid to companies, interests and other miscellaneous charges)	94,55,29	
(*iii*) Total gain from Railways during 1927-28 . .	10,94,41	
(*iv*) Excess of gain over contribution 4 (*iii*)—3 (*iii*) .	5,45,46	
(*v*) Contribution equal to $\frac{1}{3}$ of excess over 3 crores .	81,82	
5. Total contribution to General Revenues during 1927-28, 3 (*iii*) *plus* 4 (*v*)	...	6,30,77

27. The return during 1927-28 on the total capital at charge of both Commercial and Strategic lines is 5·41 per cent. or ·36 per cent. more than in 1926-27. This improvement is chiefly due to the large increase in gross

earnings in the year under review and compares with the returns during the last 5 years as follows :—

1922-23	4·38
1923-24	5·24
1924-25	5·85
1925-26	5·31
1926-27	5·05
1927-28	5·41

The percentages take into account the Capital at charge of both Commercial and Strategic lines.

28. The amounts appropriated to the depreciation fund by a charge on the working expenses of the State-owned railways and the amounts drawn from this fund to meet the expenditure actually incurred on replacements and renewals during 1926-27 and 1927-28 are given in the statement below :—

(Figures in thousands of rupees).

Railways.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1926-27.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1926-27.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1927-28.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1927-28.
State Lines managed by State.				
North Western	2,10,48	1,93,37	2,28,04	1,96,79
Eastern Bengal	77,28	52,25	79,04	51,72
East Indian	1,99,27	1,66,42	2,07,27	1,18,76
Great Indian Peninsula	1,51,56	1,02,09	1,57,93	2,73,46
Aden	..	...	36	...
State Lines managed by Companies.				
Bengal Nagpur	1,14,43	28,08	1,16,45	57,25
Bombay, Baroda and Central India	1,16,12	99,59	1,23,69	1,14,43
Burma	43,25	40,67	45,11	36,99
Madras and Southern Mahratta	82,06	59,53	81,12	1,20,98
South Indian	49,71	38,83	53,47	93,15
Other Railways	44,42	23,82	45,07	31,60
TOTAL	10,88,58	8,04,65	11,37,55	10,95,13

The appropriation to the depreciation fund in 1927-28 was about half a crore more than during the previous year. The actual expenditure on Replacements and Renewals of wasting assets amounted to nearly 3 crores more than during the previous year, but it was still within the amount appropriated for the purpose in the year.

29. An analysis of the financial results of the working of the Railways owned by the State is given in the statement below for the last three years, by each railway :—

(Figures in thousands of Rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against Net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines managed by State.												
North Western	1925-26	1,15,92,75	..	1,15,92,75	15,42,39	10,76,22	4,66,17	4·0	...	4,37,08	29,09	...
	1926-27	1,25,50,02	...	1,25,50,02	15,70,70	11,50,40	4,20,30	3·3	...	4,63,97	...	43,67
	1927-28	**1,33,10,61**	...	**1,33,10,61**	**16,59,28**	**11,94,93**	**4,64,35**	**3·5**	...	**5,05,18**	...	**40,83**
Eastern Bengal	1925-26	44,69,27	...	44,69,27	6,33,87	4,64,18	1,69,69	3·8	...	1,59,60	10,09	...
	1926-27	45,06,73	...	45,06,73	6,77,12	4,45,39	2,31,73	5·1	...	1,61,52	70,21	...
	1927-28	**46,81,70**	...	**46,81,70**	**7,08,20**	**4,59,64**	**2,48,56**	**5·3**	...	**1,67,78**	**80,78**	...
East Indian	1925-26	1,29,62,73	...	1,29,62,73	19,92,11	12,22,71	7,69,40	5·9	...	4,85,26	2,84,14	...
	1926-27	1,34,73,85	...	1,34,73,85	19,77,51	12,02,37	7,75,14	5·7	...	5,08,17	2,66,97	...
	1927-28	**1,40,16,48**	...	**1,40,16,48**	**20,66,85**	**12,15,10**	**8,51,75**	**6·1**	...	**5,32,71**	**3,19,04**	...
Great Indian Peninsula	1925-26	1,07,97,56	...	1,07,97,56	14,79,90	10,68,03	4,11,87	3·8	12,54	3,51,96	47,37	
	1926-27	1,09,69,26	...	1,09,69,26	14,80,21	10,42,40	4,37,81	4·0	...	3,66,41	71,40	...
	1927-28	**1,13,92,91**	...	**1,13,92,91**	**15,22,67**	**9,91,02**	**5,31,65**	**4·7**	...	**3,84,74**	**1,46,91**	...
State Lines managed by Companies.												
Bengal Nagpur	1925-26	66,58,90	13,16,87	53,42,03	8,39,99	5,92,88	2,47,11	3·7	6,80	2,86,91	...	46,60
	1926-27	68,47,92	11,19,91	57,28,01	8,22,29	5,60,55	2,61,74	3·8	6,92	2,95,28	...	40,46
	1927-28	**70,18,68**	**10,53,13**	**59,65,55**	**9,17,45**	**6,22,94**	**2,94,51**	**4·2**	**8,72**	**3,06,10**	...	**20,31**
Bombay, Baroda and Central India	1925-26	67,06,79	2,51,50	(a) 64,55,29	12,25,95	7,44,89	4,81,06	7·2	(c) 26,41	2,34,34	2,20,31	...
	1926-27	68,82,57	2,52,10	66,30,47	11,35,35	7,30,62	4,04,73	6·9	20,90	2,41,47	1,42,36	...
	1927-28	**71,49,30**	**2,52,32**	**68,96,98**	**11,45,28**	**7,20,04**	**4,25,24**	**5·9**	**15,12**	**2,52,60**	**1,57,52**	...

(Figures in thousands of rupees).

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against Net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines managed by Companies—contd.												
Burma	1925-26	28,23,15	6,69,67	21,53,48	4,93,82	2,76,20	2,17,62	7·7	37,66	98,67	81,29	...
	1926-27	29,44,23	6,69,67	22,74,56	4,62,69	2,85,09	1,77,60	6·0	49,48	1,03,81	24,31	...
	1927-28	**31,35,12**	**6,69,67**	**24,65,45**	**5,06,63**	**2,97,71**	**2,08,92**	**6·1**	**35,63**	**1,11,83**	**61,46**	...
Madras and Southern Mahratta	1925-26	51,26,96	10,73,86	40,53,10	8,19,24	4,65,76	3,53,48	6·9	(*d*) 77,67	1,90,96	84,85	...
	1926-27	52,81,15	10,07,08	42,74,07	8,12,55	4,77,13	3,35,42	6·3	76,10	1,95,90	63,42	...
	1927-28	**55,30,58**	**10,07,08**	**45,23,50**	**8,65,90**	**4,77,47**	**3,88,43**	**7·0**	**76,27**	**2,06,57**	**1,05,59**	...
South Indian	1925-26	28,00,42	4,15,34	(*b*) 23,85,08	5,44,12	3,15,56	2,28,56	8·2	(*e*) 10,68	1,04,76	1,13,12	...
	1926-27	30,71,60	4,15,33	26,56,27	5,48,91	3,04,69	2,44,22	7·9	8,67	1,15,90	1,19,65	..
	1927-28	**33,96,76**	**4,15,33**	**29,81,43**	**5,80,67**	**3,13,80**	**2,66,87**	**7·1**	**10,54**	**1,31,68**	**1,24,65**	...
Other Railways	1925-26	35,20,19	5,14,56	30,05,63	3,98,61	2,15,58	1,83,08	5·2	5,66	1,31,58	45,84	...
	1926-27	35,68,34	5,14,56	30,53,78	4,16,65	2,32,00	1,84,65	5·1	3,49	1,34,27	46,89	...
	1927-28	**37,11,95**	**5,14,56**	**31,97,39**	**4,50,79**	**2,40,47**	**2,10,32**	**5·7**	**10,86**	**1,19,11**	**80,35**	...
Suspense	1926-27	...	...	...	...	9,08	—9,08	...	...	...	...	9,08
	1927-28	...	...	...	...	—8,77	+8,77	...	...	...	+8,77	...
Interest on Depreciation and Reserve Fund balances	1925-26	...	...	...	53,77	...	53,77	...	...	...	53,77	...
	1926-27	...	...	...	63,92	...	63,92	...	...	...	63,92	...
	1927-28	...	...	...	**82,20**	...	**82,20**	...	...	...	**82,20**	...

Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1925-26	...	..	...	...	...	...	...	...	...	5,07	...
	1926-27	...	...	...	...	...	...	...	...	...	...	26,26
	1927-28	..	...	...	...	...	...	...	...	...	...	11,73
Total (Central)	1925-26	6,74,58,72	42,41,80	6,32,16,92	1,00,23,77	64,41,96	35,81,81	5·3	1,77,42	24,81,12	9,28,34*	...
	1926-27	7,00,95,67	39,78,65	6,61,17,02	99,67,90	64,39,72	35,28,18	5·0	1,65,56	25,86,70	7,49,66*	...
	1927-28	**7,33,44,09**	**39,12,09**	**6,94,32,00**	**1,05,05,92**	**65,24,35**	**39,81,57**	**5·4**	**1,57,14**	**27,18,30**	**10,94,40***	...
Provincial Railways	1925-26	20,22	..	20,22	2,77	2,48	29	1·4	...	87	...	58
	1926-27	19,98	...	19,98	2,61	2,53	8	0·4	...	87	...	79
	1927-28	**14,94**	...	**14,94**	**1,13**	**1,02**	**11**	**0·7**	...	**57**	...	**46**
Grand Total (Central and Provincial)	1925-26	6,74,78,94	42,41,80	6,32,37,14	1,00,26 54	64,44,44	35,82,10	5·3	1,77,42	24,81,99	9,27,76	...
	1926-27	7,01,15,65	39,78,65	6,61,37,00	99,70,51	64,42,25	35,28,26	5·0	1,65,56	25,87,57	7,48,87	...
	1927-28	**7,33,59,03**	**39,12,09**	**6,94,46,94**	**1,05,07,05**	**55,25,37**	**39,81,68**	**5·4**	**1,57,14**	**27,18,87**	**10,93,94**	...
North Western (Commercial Lines.)	1925-26	84,89,04	...	84,89,04	13,78,32	8,96,08	4,82,24	5·7	...	3,06,14	1,76,10	...
	1926-27	94,04,50	...	94,04,50	14,18,70	9,61,47	4,54,23	4·8	...	3,33,30	1,20,93	...
	1927-28	**1,00,68,84**	...	**1,00,68,84**	**14,99,38**	**10,01,22**	**4,98,18**	**6·8**	...	**3,36,82**	**1,61,36**	..
Non-Commercial (Strategic Lines)	1925-26	31,03,71	...	31,03,71	1,64,07	1,80,14	—16,07	—0·5	...	1,30,94	...	1,47,01
	1926-27	31,60,50	..	31,60,50	1,53,45	1,86,72	—33,27	—1·5	...	1,31,35	...	1,64,62
	1927-28	**32,41,77**	...	**32,41,77**	**1,59,90**	**1,93,71**	**—33,81**	**—1·3**	...	**1,72,52**	...	**2,06,33**

(*a*) Includes Capital provided by the Palanpur Durbar.
(*b*) „ „ expenditure on Tinnevelly Quillon (Indian State section).
(*c*) „ payments to Durbars :—

	1925-26.	1926-27.	1927-28.
Jaipur Durbar	12,24	10,74	7,21
Limbdi „	...	...	21
Palanpur „	21	17	18
(*d*) Includes payments to Mysore Durbar	21,16	21,71	21,67
(*e*) „ „ Travancore „	2,86	1,29	1,86

* Includes Aden Railway :—
Column 6 excludes 96 for Aden Railway (strategic portion).
„ 7 „ 96 „
Net receipt for Aden strategic is "*Nil*." „

30. From the foregoing analysis, it will be observed that the year under review discloses very satisfactory financial results. Except the Bengal Nagpur Railway, all the principal commercial lines show considerable increases in the gain to the State from their working as compared with last year.

The Great Indian Peninsula, Burma and Madras and Southern Mahratta Railways show remarkably good results and the gain to the State on these Railways amounted to Rs. 1,47, 61 and 1,06 lakhs respectively against Rs. 71, 24 and 63 lakhs in the year 1926-27 or an increase of 76, 37 and 43 lakhs respectively. The very satisfactory results on the Great Indian Peninsula Railway is made up of a decrease of 51 lakhs in working expenses (including depreciation) and an increase of Rs. 42 lakhs in earnings set off partly by an increase in interest charges. On the Burma Railways the development of traffic of all kinds on the main and feeder lines has contributed to the satisfactory result. The total contribution of earnings from the feeder line to the parent line amounted to 1,09 lakhs or 21·41 per cent. of the gross earnings of the whole system for the year. The increase in traffic earnings on the Madras and Southern Mahratta Railway constitutes a new record in the history of that Railway.

The working of the Bengal Nagpur Railway has again resulted in a loss but a much smaller loss than in the previous year. The amount of loss fell from 40½ lakhs in 1926-27 to 20 lakhs during the year under review. This improvement is due as already explained to the phenomenal increase of nearly a crore of rupees in gross earnings.

The working of the Commercial Section of the North Western Railway resulted in an increase of 40½ lakhs in the net gain as compared with the previous year, but there has been a more than corresponding increase in the net loss (42 lakhs) from the working of the Strategic Sections.

On the Commercial Sections alone, the net gain from working amounted to over 1,61 lakhs.

31. Analysis of Earnings.—The total earnings of all Indian Railways including those with which the Government of India is not directly concerned, amounted to Rs. 118·22 crores of which Rs. 69·58 crores or 58·9 per cent. were from goods traffic, Rs. 39·18 crores or 33·1 per cent. from passenger traffic and Rs. 9·46 crores or 8·0 per cent. from parcels, luggage and miscellaneous earnings.

Passenger earnings.—Passenger earnings showed an increase of 2·77 per cent. from Rs. 38·13 to 39·18 crores. The following table shows the numbers of, and earnings from passengers separately for each class for the 4 years previous to the War and for the 5 latest years. Graphs are also inserted showing the progressive increases in the number of passengers carried and passenger miles by classes from the beginning of 1923-24 :—

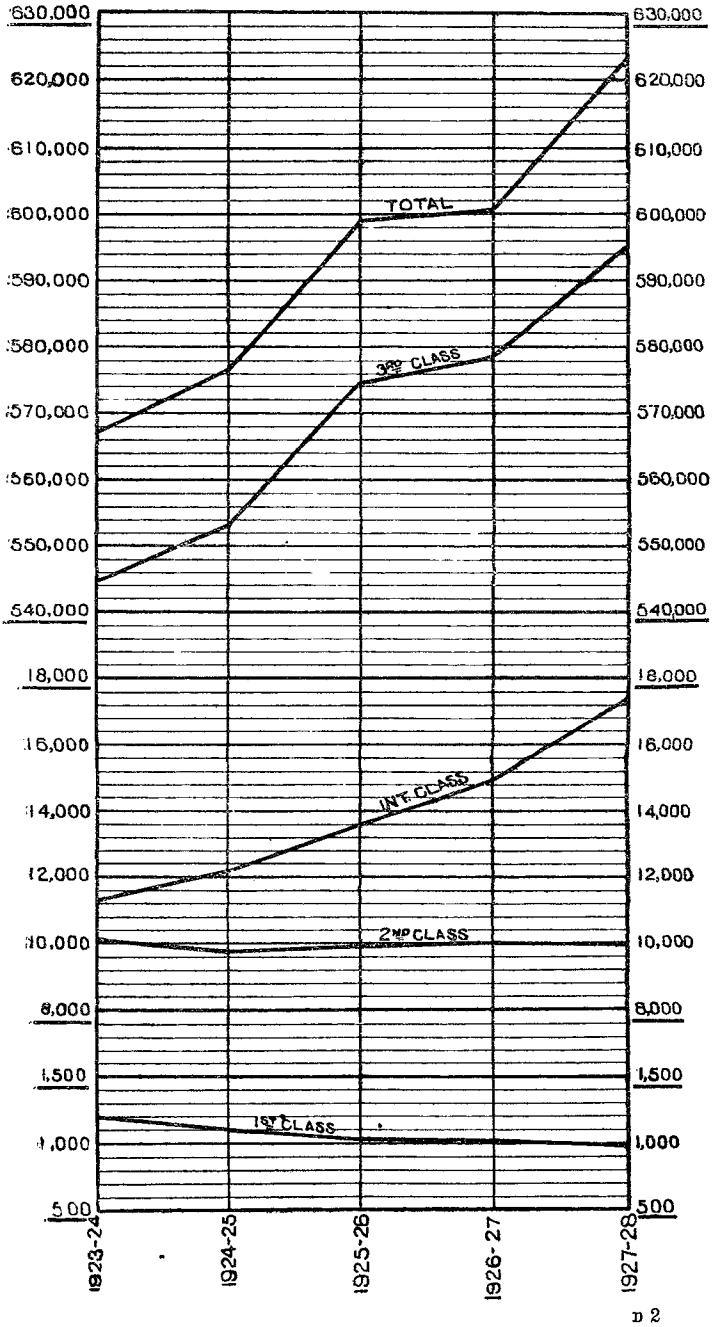
Year.	Number of passengers carried (in thousands)					Earnings from passengers (in thousands of rupees).				
	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.
1910 . .	685	2,784	10,702	315,839	24,341	58,82	77,23	94,99	14,65,16	15,85
1911 . .	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912 . .	700	3,030	10,508	356,789	26,810	62,90	83,31	91,37	17,01,35	17,55
1913-14 . .	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1923-24 . .	1,199	10,128	11,374	544,622	†	1,31,17	2,02,73	1,41,10	33,32,82	†
1924-25 . .	1,101	9,778	12,201	553,266	†	1,22,93	1,92,00	1,48,01	34,12,45	†
1925-26 . .	1,033	9,901	13,602	574,608	†	1,20,42	1,89,42	1,59,61	34,76,54	†
1926-27 . .	1,012	10,006	14,945	578,409	†	1,17,78	1,88,31	1,61,79	33,44,63	†
1927-28 .	**980**	**9,963**	**17,351**	**594,821**	†	**1,13,71**	**1,95,67**	**1,69,33**	**34,39,38**	†

† The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

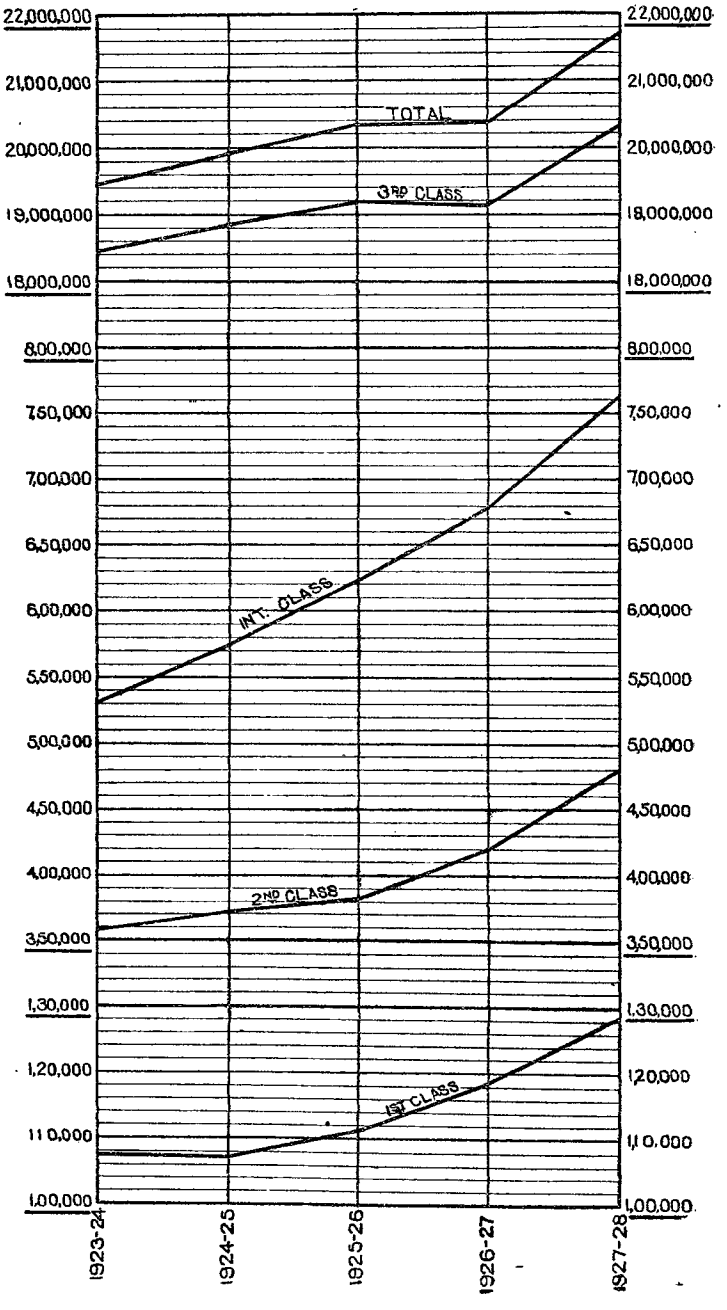
NOTE.—In pre-war reports the sum of the number of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for 'number of passengers carried' in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been adjusted.

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS.

(IN THOUSANDS)



PASSENGER MILES
INDIAN RAILWAYS.
(IN THOUSANDS)



32. Reductions in Passenger Fares.—Mention was made in last year's report of reductions in passenger fares which were made by the Bombay, Baroda and Central India, Great Indian Peninsula, North Western, Burma, Madras and Southern Mahratta, East Indian and South Indian Railways.

In the year under review the following further reductions were made:—

Bengal and North-Western Railway.—With effect from the first of April 1927, this railway reduced its 1st and 2nd class fares for distances over 150 miles from 18 to 12 pies and from 9 to 6 pies per mile respectively. From the same date inter class fares were reduced for all distances from 4½ to 4 pies per mile and 3rd class fares for distances over 50 miles from 2½ to 2 pies per mile.

Eastern Bengal Railway.—With effect from the 1st August 1927, this railway reduced its 1st class fares for the first 150 miles from 30 to 24 pies per mile and for distances over 150 miles from 20 to 18 pies per mile. From the same date 3rd class fares by mail trains were reduced as under:—

Previous.		*Revised.*	
1-150 miles	5 pies	All distances	3½ pies.
151 and over	4 pies		

East Indian Railway.—With effect from 1st March 1928 this railway reduced its inter class mail fares for the first 300 miles from 7 to 5 pies per mile. From the same date 3rd class fares by mail trains were reduced for the first 50 miles from 5 to 3½ pies, for distances from 51 to 300 miles from 4 to 3 pies, and for distances over 300 miles from 2½ to 2 pies per mile.

Great Indian Peninsula Railway.—With effect from the 1st March 1928, this railway reduced its 3rd class mail fares for the first 150 miles from 5 to 4 pies per mile, for distances from 151 to 300 miles from 5 to 3½ pies per mile and for distances over 300 miles from 4½ to 3 pies per mile.

33. During 1927-28, 18½ million more passengers were carried on Class I Railways than in 1926-27 and passenger earnings increased by Rs. 1 crore. The following statement shows how these increases were distributed over the various railway administrations:—

Name of Railway.	Additional No. of Passengers carried.	Additional Earnings.
Assam Bengal	1,024,300	6,34,000
Bengal and North Western	3,259,000	3,35,000
Bengal Nagpur	1,333,600	8,89,000
Bombay, Baroda and Central India	—1,663,500	—2,47,000
Burma	1,539,500	10,81,000
Eastern Bengal	2,722,500	12,62,000
East Indian	4,375,800	38,09,000
Great Indian Peninsula	412,700	18,000
Jodhpur	107,200	1,000
Madras and Southern Mahratta	575,800	5,80,000
Nizam's Guaranteed State	1,769,000	1,62,000
North Western	—888,700	—45,000
Rohilkund and Kumaon	609,900	1,35,000
South Indian	3,404,600	13,79,000
TOTAL	18,581,700	99,93,000

This very large increase in earnings from passengers carried (except on the Bombay, Baroda and Central India and North Western Railways) is partly due to the rise in the average number of miles a passenger was carried on the Broad Gauge from 34·3 in 1926-27 to 36·1 in 1927-28 (a consequence of the reduction in long distance fares) but the increase in both numbers of passengers and earnings is mainly attributable to the stimulus given to passenger traffic generally by the reductions of fares.

34. Passengers travelling without tickets.—It was stated in last year's report that a system which might possibly lead to the prevention of this evil had been introduced on parts of the East Indian Railway. Under

this system which is known as the 'Crew System of ticket checking', a crew of ticket checkers under a responsible supervisor accompanies each passenger train throughout its run. One ticket checker is posted to each coach and it is his duty to prevent any passenger entering the carriage unless he holds a proper ticket. The ticket checkers are further responsible for the collection of tickets from passengers before they alight at their destination stations. This arrangement is designed to prevent misappropriation of recoveries and to protect illiterate passengers against excess recoveries.

During the year under review the Eastern Bengal Railway introduced the system in a modified form over part of the line and arrangements were made to introduce it on the Great Indian Peninsula Railway over certain sections for a period of six months from the 1st April 1928. Sanction was also given in October 1927 to the introduction of the system on the South Indian Railway for one year.

35. Goods Earnings.—There was a large increase in earnings from goods traffic on all railways amounting to Rs. 4·31 crores, chiefly due to improved earnings from oilseeds, fuel, metallic ores and iron and steel.

The tonnage of and earnings from the principal commodities on Class I Railways during the last two years are shown in the statement below. Apart from the main increases, mentioned above, there were increased earnings under all heads except gram and pulse, wood unwrought, sugar, jute, fodder, gur, jagree, molasses, etc., and livestock.

Commodity.	1926-27.		1927-28.		Increase + Decrease — in Earnings (lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
(1) Fuel for public and Foreign Railways.	18·95	9·65	20·38	10·17	+52
(2) Materials and stores on Revenue account.	16·13	2·89	14·84	3·37	+48
(3) Wheat	1·76	2·53	1·76	2·62	+9
(4) Rice in the husk and rice not in the husk.	4·11	3·85	4·40	4·11	+26
(5) Gram and Pulse, Jowar and Bajra and other grains.	3·05	4·35	3·00	4·15	—20
(6) Marble and stone	2·99	0·88	3·33	1·02	+14
(7) Metallic ores	2·45	1·04	2·95	1·35	+31
(8) Salt	1·42	1·89	1·48	1·98	+9
(9) Wood, unwrought	1·32	0·89	1·32	0·89	...
(10) Sugar, refined and unrefined.	0·77	1·88	0·79	1·81	—7
(11) Oilseeds	2·35	3·43	2·74	4·15	+72
(12) Cotton raw and manufactured.	1·53	5·80	1·54	5·98	+18
(13) Jute, Raw	1·20	1·78	1·18	1·70	—8
(14) Fodder	0·80	0·60	0·75	0·60	...
(15) Fruits and vegetables fresh.	1·08	0·91	1·19	1·08	+17
(16) Iron and steel wrought	1·02	1·97	1·20	2·28	+31
(17) Kerosine oil	0·92	2·04	1·06	2·26	+22
(18) Gur, Jagree, Molasses, etc.	0·78	1·19	0·75	1·15	—4
(19) Tobacco	0·26	0·66	0·28	0·69	+3
(20) Provisions	0·63	1·31	0·69	1·41	+10
(21) Military stores	0·38	0·37	0·38	0·42	+5
(22) Railway materials	8·30	1·20	9·91	1·51	+31
(23) Live stock	0·22	0·69	0·22	0·68	—1
(24) Other commodities	9·65	11·44	9·68	11·96	+52
TOTAL	82·07	63·24	85·82	67·34	4·10

His Majesty the King of Afghanistan's Train

36. Stores balances.—The table below compares the figures of Stores balances since 1921-22:—

Stores Balances (in thousands).

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	24,81	31,48	18,38	12,30	9,49	12,59	13,01
Bengal-Nagpur	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87
Bombay, Baroda and Central India	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,67,17
Burma	66,62	84,85	98,71	84,62	75,00	44,82	59,41
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	2,48,17	2,98,92
Eastern Bengal	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39
Great Indian Peninsula	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	2,23,13	2,53,49
Madras and Southern Mahratta	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,75	93,91
North Western	3,94,12	3,92,69	3,79,78	3,24,39	3,23,75	3,67,81	4,82,73
South Indian	1,14,45	1,38,66	99,02	77,04	1,13,30	1,06,60	1,23,76
Other Railways	41,13	46,96	63,50	54,94	40,08	41,46	48,15
TOTAL	23,19,36	22,98,78	21,57,92	17,08,65	15,68,45*	14,68,85	17,32,81

* Final figures.

There has been a set back in the year under review to the steady progress that has been made in the past years in reducing the heavy stocks. This is due mainly to materials obtained for the heavy renewal and construction programmes in progress, which could not be utilised on works before the close of the year.

37. Compensation claims for goods.—A further marked improvement is noticeable under this head due to the sustained attention that has been paid to the subject by railway administrations. The table below shows the amounts paid by each Class I Railway in the last six years. It will be seen that there has been a steady fall in the total figures from Rs. 1,20 lakhs in 1922-23 to Rs. 9½ lakhs in 1927-28, the latter amount being 8 per cent. of the former.

Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1922-23 to 1927-28.

Railways.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	Percentage to Goods Earnings.	
							1926-27.	1927-28.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	23,085	17,069	17,587	21,841	20,979	18,006	0·22	0·16
Bengal and North-Western.	1,70,516	1,62,461	80,680	92,932	85,369	59,875	0·50	0·31
Bengal Nagpur	1,98,972	2,63,703	2,01,889	80,093	54,988	65,248	0·10	0·10
Bombay, Baroda and Central India.	15,68,572	6,44,678	6,03,064	4,40,465	2,60,213	1,57,447	0·38	0·22
Burma	45,183	29,319	33,662	30,982	41,295	42,791	0·15	0·14
Eastern Bengal	1,98,554	1,77,020	1,68,020	1,86,736	1,83,822	1,71,266	0·48	0·45
East Indian	57,99,225	42,72,620	30,61,451	11,73,008	3,82,219	2,36,368	0·30	0·18
Great Indian Peninsula	19,68,436	16,17,133	6,63,609	3,41,130	1,92,400	1,18,333	0·20	0·12
Madras and Southern Mahratta.	2,21,125	1,54,162	85,548	91,018	84,859	80,517	0·17	0·14
Nizam's Guaranteed State.	38,222	24,206	17,022	18,219	11,211	11,270	0·09	0·09
North Western	16,89,608	4,73,339	6,84,162	3,89,771	1,55,097	—36,383	0·16	—0·03
Rohilkund and Kumaon.	45,015	16,681	21,860	17,088	4,318	7,347	0·13	0·21
South Indian	63,951	44,502	32,045	48,536	45,169	17,691	0·17	0·06
TOTAL	1,20,30,554	78,96,893	56,70,499	29,31,819	15,21,939	9,49,776	0·24	0·14

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

38. Capital Expenditure.—At the end of March 1928 the total Capital at charge on all railways including those under construction amounted to Rs. 822·86 crores of which Rs. 733·30 crores was Capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder 89·41 crores represented Capital raised by Indian States, Companies and District Boards.

The Capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of railways	150,109,299
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	29,248,929
Net amount outstanding	120,860,370*

	Rs. (omitting 000).
The above figure converted at Rs. 15 = £1	1,80,85,01
Direct expenditure by Government	5,52,44,96
TOTAL	7,33,29,97

By far the greater portion of this amount, namely, Rs. 6,94,17,88,000 is Government Capital and only 1/19th or Rs. 39,12,09,000 is owned by Companies. These figures include Rs. 32·38 crores on account of Capital expenditure to the end of March 1928 on strategic lines.

39. The total Capital outlay on all railways during 1927-28 was 34·41 crores of which Rs. 32·44 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 32·44 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1923-24	7·69	9·51	17·20	2·51	19·71
1924-25	4·66	6·42	11·08	2·39	13·47
1925-26	9·44	5·80	15·24	4·01	19·25
1926-27	16·74	4·13	20·87	6·27	27·14
1927-28	**17·21**	**5·37**	**22·58**	**9·86**	**32·44**

* £118,274,695 converted at the rate of £1=Rs. 15, £10,675 at the rate of £1=Rs. 10 and the balance of £2,575,000 representing the G. I. P. Ry. Co.'s share capital paid off during 1925-26, converted at the average rate of exchange.

Strengthening of Girders of Mahi Bridge

40. The distribution of the capital outlay in 1927-28 over the different State-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal-Nagpur . . .	0·91	0·08	0·99	0·72	1·71
Bombay, Baroda and Central India	1·66	0·97	2·63	0·04	2·67
Eastern Bengal . .	1·18	0·24	1·42	0·33	1·75
East Indian	2·96	0·83	3·79	1·65	5·44
Great Indian Peninsula . .	3·99	0·09	4·08	0·15	4·23
Madras and Southern Mahratta .	1·41	0·36	1·77	0·72	2·49
North-Western	3·04	1·60	4·64	2·99	7·63
South Indian	0·99	0·44	1·43	1·82	3·25
Other Railways . . .	1·07	0·76	1·83	1·44	3·27
Total .	17·21	5·37	22·58	9·86	32·44

Lines opened and under construction.

41. Lines opened during 1927-28.—699·14 miles of railways were opened to public traffic during the year and consisted of :—

224·55 miles on the 5′ 6″ gauge.
333·20 ,, ,, 3′ $3\frac{3}{8}$″ ,,
141·39 ,, ,, 2′ 6″ ,,

The details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Raiwala-Rikhikesh . . .	5′ 6″	7·10	State . .	East Indian Railway.	2nd April 1927.
Dalmau-Daryapur (Relaying) .	5′ 6″	15·00		Do. .	8th August 1927.
Dharmaband Kharkharee with main line connection.	5′ 6″	0·73		Bengal Nagpur Railway.	9th December 1927.
Verka-Dera Baba Nanak . .	5′ 6″	27·80		North-Western Railway	3rd May 1927.
Lyallpur-Jaranwala . . .	5′ 6″	22·10		Do. .	3rd December 1927.
Narowal-Jassar	5′ 6″	5·74		Do. .	21st December 1927.
New Delhi Capital Works . .	5′ 6″	4·79		Do. .	December 1927.
Jassar-Chak Amru . .	5′ 6″	26·59		Do. .	21st December 1927.
Chak Jhumra-Chiniot . . .	5′ 6″	16·93		Do. .	29th January 1928.
Chembur-Mandala . .	5′ 6″	2·96		Great Indian Peninsula Railway.	1st July 1927.
Angadipuram-Vaniambalam . .	5′ 6″	17·06		South Indian Railway.	3rd August 1927.
Vaniambalam-Nilambur Road	5′ 6″	6·92		Do. .	26th October 1927.
Ramgundum Asifabad Road .	5′ 6″	35·47	N. G. S. . .	Nizam's Guaranteed Railway.	15th October 1927.

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Main line near Jalarpet Station	5′ 6″	2·15	State	Madras and Southern Mahratta Railway.	16th August 1927.
Sirhind-Rupar	5′ 6″	30·53	Patiala Durbar	North Western Railway.	16th February 1928.
Barrackpore Race Course siding	5′ 6″	1·54	State	Eastern Bengal Railway.	27th January 1928.
Nashipur Road-Azimganj	5′ 6″	1·23	State	Do.	31st January 1928.
Virudunagar-Tenkasi	3′ 3⅜″	75·90	State	South Indian Railway.	30th June 1927.
Pamban to Rameswaram Road (Realignment).	3′ 3⅜″	6·77	State	Do	15th September 1927.
Golden Rock-Srirangam	3′ 3⅜″	5·55	State	Do.	22nd August 1927.
Srirangam-Bikshandarkoil	3′ 3⅜″	2·75	State	Do.	12th December 1927.
Bikshandarkoil-Lalgudi	3′ 3⅜″	6·61	State	Do.	10th March 1928.
Villupuram-Vriddhachalam	3′ 3⅜″	34·14	State	Do.	1st December 1927.
Hotgi-Sholapur	3′ 3⅜″	9·25	State	Madras and Southern Mahratta Railway.	15th May 1927.
Kanivihalli-Swamihalli	3′ 3⅜″	10·26	State	Do.	15th March 1928.
Dinajpur-Pirganj	3′ 3⅜″	24·05	State	Eastern Bengal Railway.	15th February 1928.
Simaluguri-Sepon	3′ 3⅜″	26·79	State	Assam-Bengal Railway.	1st July 1927.
Sepon-Khowang	3′ 3⅜″	12·00	State	Do.	10th November 1927.
Thanlwin-Wa-Martaban	3′ 3⅜″	0·89	State	Burma Railways	12th October 1927.
Taungdwingyi-Natmauk	3′ 3⅜″	25·00	State	Do.	16th March 1928.
Rajula Road-Rajula	3′ 3⅜″	5·84	State	Bhavnagar State Railway.	20th June 1927.
Dungar-Port Albert Victor	3′ 3⅜″	4·80	Bhavnagar State.	Do.	15th March 1928.
Port Albert Victor-Dock Estate	3′ 3⅜″	2·86	Bhavnagar State.	Do.	15th March 1928.
Kesrisinghpur-Raisinghnagar	3′ 3⅜″	33·98	Bikaner State	Bikaner State Railway.	1st September 1927.
Hanumangarh-Nohar	3′ 3⅜″	45·76	Bikaner State	Do.	15th September 1927.
Hindubagh-Killa Saifulla	2′ 6″	39·42	State	North Western Railway.	2nd May 1927.
Pandharpur-Miraj	2′ 6″	84·92	Barsi Light Railway Company.	Barsi Light Railway.	3rd November 1927.
Anjar-Warsamedi Kandla	2′ 6″	15·37	Cutch State	Cutch State Railway.	16th November 1927.
Rohtas-Rohtas Fort	2′ 6″	1·68	Dehri Rohtas Light Railway Company.	Dehri-Rohtas Light Railway.	1st December 1927.

No lines were quadrupled during the year.

42. The following sections of line were doubled and opened for traffic:—

Name of line.	Gauge.	Mileage.	Working agency	Date of opening.
Block Hut (mile 220·2)—Posoita (mile 224¾).	5′ 6″	4·55	Bengal Nagpur Railway	28th December 1927.
Cossye River-Midnapore	5′ 6″	1 33	Do.	13th January 1928.
Manharpur-Goilkera Doubling. Goilkera-Saranda	5′ 6″	8·94	Do.	25th April 1927.
Manharpur-Poista				26th April 1927.

No alterations to gauge were made during the year.

43. Lines under construction on 31st March 1928.—At the end of the financial year 1927-28 a total of 3,628·76 miles of new lines was under construction distributed as follows :—

	Miles.
5′ 6″ Gauge	1,429·81
3′ 3⅜″ ,, ...	1,820·61
2′ 6″ ,, ...	378·34

During the year under review sanction was accorded to the construction of new lines totalling 1,616·38 miles.

	Miles.
5′ 6″ Gauge	697·46
3′ 3⅜″ ,, ...	760·11
2′ 6″ ,, ...	158·81

44. The lines under construction are given in the table below which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
Guthitanagar Branch	5′ 6″	8·29	Bengal-Nagpur Railway.	·39. Works suspended till 1932.
Raipur Vizianagram (Raipur Parbatipur Section).	5′ 6″	241·56		·30
Boriavi-Vadtal	5′ 6″	3·71	Bombay, Baroda and Central India Railway.	·00
Vasad-Katana	5′ 6″	26·27		Construction recently sanctioned.
Baruipur Lakshmikantapur	5′ 6″	23·80	Eastern Bengal Railway.	·75
Abdulpur-Nawabganj	5′ 6″	55·18		·30
Kalukhali-Bhateapara	5′ 6″	53·13		·01
Central India Coalfields	5′ 6″	168·80	East Indian Railway.	·87 on Daltonganj Barkakhana Section. ·82 on Anupur-Karimati Section. ·25 on Jhagrakhund and Chirmiri sidings.
Calcutta Chord	5′ 6″	10·53		·25
Unao-Madhoganj	5′ 6″	48·00		·00
Chandpur-Bijnor-Muazzampur Narain.	5′ 6″	37·08		·00
Lucknow-Sultanpur-Jaunpur	5′ 6″	142·00		·00
Agra Bah	5′ 6″	43·19	Great Indian Peninsula Railway.	·65
Khamgaon-Chikli	5′ 6″	38·50		Construction recently sanctioned.
Kartal-Kamasin	5′ 6″	59·23		·07
Nidadavolu—Narasapur	5′ 6″	47·01	Madras and Southern Mahratta Railway.	·70
Cocanada—Kotipalli	5′ 6″	27·03		·15
Asifabad Road-Balharshah section of the Kazipat Balharshah.	5′ 6″	52·44	Nizam's Guaranteed State Railway.	·95
Bahawalnagar (Cholistan) Phulra	5′ 6″	63·08	North Western Railway.	·99 on Bahawalnagar-Faqirwali section. ·50 on Faqirwali-Fort Abbas section.
Rohtak-Panipat	5′ 6″	44·21		·80
Kalabagh Bridge	5′ 6″	·42		·05
Dera Baba Nanak-Jassar section of the Amritsar-Narowal.	5′ 6″	5·78		·85

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
Chiniot-Khushab	5′ 6″	53·99	North Western Railway.	·20 on Chiniot-Hundewali section. ·35 on Sargodha-Shahpur City section. ·05 on Shahpur City-Khushab section.
Batala-Butari	5′ 6″	41·64		·01
Lyallpur-Chananwala	5′ 6″	109·62		·01
Salem-Mettur Dam	5′ 6″	25·32	South Indian Railway	·02
Furkating-Badulipara-Jorhat	3′ 3⅜″	42·17	Assam-Bengal Railway.	·82
Karimganj-Longai Valley	3′ 3⅜″	47·52		·65
Netrakona-Mohanganj	3′ 3⅜″	17·43		·42
Shaistaganj-Habiganj	3′ 3⅜″	8·47		·45
Feni-Belonia	3′ 3⅜″	16·88		Construction recently sanctioned.
Senchoa-Mairabari	3′ 3⅜″	30·25		Ditto.
Natmauk-Kyaukpadaung	3′ 3⅜″	47·10	Burma Railways	·45
Kayan-Thongwa Extension	3′ 3⅜″	10·54		·80
Heho-Shwenyaung	3′ 3⅜″	11·16		·95
Myingyan-Natogyi-Paleik	3′ 3⅜″	69·49		·60 on Myingyan-Myotha section ·40 on Myotha-Paleik section.
Nyaunglebin-Madauk	3′ 3⅜″	11·17		·30
Minbu and Pakkoku District Railways.	3′ 3⅜″	311·87		·02 on Taungdwingyi-Patanago section. Construction recently sanctioned.
Irrawaddy Bridge at Sagaing	3′ 3⅜″	4·86		·03
Dinajpur Ruhea	3′ 3⅜″	23·75	Eastern Bengal Railway.	(·90 upto Pirganj 24·05 miles) opened.
Purnea-Murliganj	3′ 3⅜″	53·00		·33
Gudivada-Bhimavaram	3′ 3⅜″	40·90	Madras and Southern Mahratta Railway.	·85
Guntur-Gurzala-Macherla	3′ 3⅜″	80·44		·40
Dronachelam (Dhone) Kurnool Extension.	3′ 3⅜″	4·89	Nizam's Guaranteed State Railway.	·80
Kurnool Extension of the S. G. Railway.	3′ 3⅜″	11·50		·70 on Allumpur Road—British Frontier section.
Parbhani-Purli	3′ 3⅜″	39·49		·13
Dindigul-Pollachi	3′ 3⅜″	75·49	South Indian Railway.	·75
Villupuram-Trichinopoly	3′ 3⅜″	93·61		49·05 miles opened for public traffic.
Madura-Bodinayakanur	3′ 3⅜″	55·19		·56
Cuddalore-Vriddhachalam	3′ 3⅜″	34·99		·80
Trichinopoly-Manmadura	3′ 3⅜″	94·22		·09
Salem-Attur-Vriddhachalam	3′ 3⅜″	83·00		Construction recently sanctioned.
Vijapur-*Ambaliasan Extension of* Kalol-Vijapur Railway.	3′ 3⅜″	25·76	Bombay, Baroda and Central India Railway.	·85
Patan-Kakoshi-Kakhal	3′ 3⅜″	26·13		Patan-Kakoshi (16 miles) opened. Work on remaining section held in abeyance since 1916.
Vijapur-Ransipur	3′ 3⅜″	14·10		Construction deferred since 1922.
Nohar-Sirsla section of Hanumangarh-Sirsla chord	3′ 3⅜″	74·24	Bikaner State Railway.	·28 on Nohar-Gogameri section. ·21 on Gogameri-Bhadran section.
Sarupsar-Anupgarh section of Canal loop Line.	3′ 3⅜″	35·00		·05
Halvad-Maliya Extension	3′ 3⅜″	26·00	Bombay, Baroda and Central India Railway.	·00

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
Sidsar (Paneli Moti) Patan	3′ 3⅜″	7·85	Gondal	Work held in abeyance since 1922.
Marwar-Sanderao	3′ 3⅜″	77·83	Jodhpur	·46 on Marwara Junction to Jujawar. ·13 on Jujawar-Dusuri. Works stopped since 1921.
Phalodi-Pokaran	3′ 3⅜″	33·00	Jodhpur	·00
Makrana-Parbatsar	3′ 3⅜″	13·21	Jodhpur	·00
Samdari-Bhinmal	3′ 3⅜″	75·00	Jodhpur	·00
Bantwa-Kutiyana	3′ 3⅜″	4·17	Junagad	·81. (Bantwa-Sardiya opened). Works on Saradiya-Kutiyana held in abeyance since 1916.
Veraval-Una	3′ 3⅜″	48·00	Junagad	1·00 (sections upto Jambur and Prachi Road opened). ·37 on Prachi Road-Jamwala section; work deferred since 1925.
Shimoga-Arasalu	3′ 3⅜″	26·80	Mysore	·80. (Works stopped since 1921).
Nanjangud-Mysore Frontier	3′ 3⅜″	10·71	Mysore	Nanjangud-Chamrajanagar Section opened. ·05 on Nanjangud-Hardhanhalli section which has been temporarily closed since 1920.
Extension of the Quilon-Trivandrum Railway to Thambanur.	3′ 3⅜″	3·43	Travancore	Construction recently sanctioned.
Jambusar-Kavi	2′ 6″	17·33	Bombay, Baroda and Central India Railway.	·45
Samni-Dehaj	2′ 6″	24·72	Bombay, Baroda and Central India Railway.	·40
Dharwa-Pusad	2′ 6″	41·81	Great Indian Peninsula Railway.	·06
Kangra Valley (Pathankot-Jogindar Nagar).	2′ 6″	103·00	North Western Railway.	·80
Piplod-Devgad-Baria	2′ 6″	9·54	Baria	Construction recently sanctioned.
Zankhvav-Umerpada	2′ 6″	13·17	Baroda	·72
Dungarda (Jherria) Waghai Extension.	2′ 6″	2·10	Baroda	·15
Anjar-Bachau	2′ 6″	20·02	Cutch	·03. (Anjar-Warsamedi, 3·73 miles, opened).
Dholpur-Rajkhera	2′ 6″	22·34	Dholpur	·16 Construction held in abeyance since 1923.
Mohari-Barauli Branch Extension of the Dholpur Bari Railway.	2′ 6″	3·63	Dholpur	Construction recently sanctioned.
Killa Saifullah-Fort Sandeman Extension of the Zhob Valley Railway.	2′ 6″	88·55	North Western Railway.	·35
Parlakimedi-Gunupur Extension	2′ 6″	31·63	Bengal-Nagpur Railway.	·45 on Parlakimedi-Varanasi. ·30 on Varanasi-Gunupur.

45. Lines opened.—During the year under review no line of outstanding importance was opened for traffic but mention may be made of two lines :—

(1) *Virudunagar-Tenkasi.*—This line was constructed by the S. I. Railway on the metre gauge. It is about 76 miles in length and provides an alternative route between the places mentioned. It will serve well cultivated and thickly populated parts of the Ramnad and Tinnevelly districts in which there are good cotton producing areas. In order to touch the more important trade centres the alignment has had to be located at the expense of some increase in length. A short length of the line lies in Travancore State territory.

(2) *Pandharpur-Miraj.*—This branch line has been constructed on the 2′—6″ gauge by the Barsi Light Railway Company and is about 85 miles in length. It will open up the district between Pandharpur and Miraj and besides affording transportation facilities to the ryots in marketting their surplus produce in a district which is badly provided with roads, it will also provide rail connection for pilgrims visiting Pandharpur, the chief pilgrimage centre in the Deccan, for districts served by the M. and S. M. Railway. The district served by the railway has a small average rainfall and scarcity prevails at times, the effects of which can be mitigated by the importation of supplies by rail.

The Hindubagh-Killa Saifullah section of the line between Hindubagh and Fort-Sandeman, the Ramgudam-Asifabad section of the Kazipet-Balharshah and the Villupuram-Vriddhachalam section of the Villupuram-Trichinopoly Chord Railway were also opened during the year.

46. Lines under construction.—The following is a brief account of some of the more important lines sanctioned or under construction during the year which have not been specially mentioned in previous reports :—

Lyallpur-Chananwala (N. W. Ry.).

The construction of the Lyallpur-Chananwala Railway, on the 5′-6″ gauge, was sanctioned in February 1928, and with the Chak Jhumra-Khushab line, described in the report for 1926-27, will provide a cross connection from Kundian to Chananwala which will probably be extended to Bhatinda. The line, which is about 110 miles in length, will connect up the important towns of Sargodha, Chiniot, Lyallpur, Samundri, Tandlianwala, Okara, Dipalpur and Fazilka, and will probably be open for traffic about the middle of 1930.

Lucknow-Sultanpur-Jaunpur (E. I. Ry.).

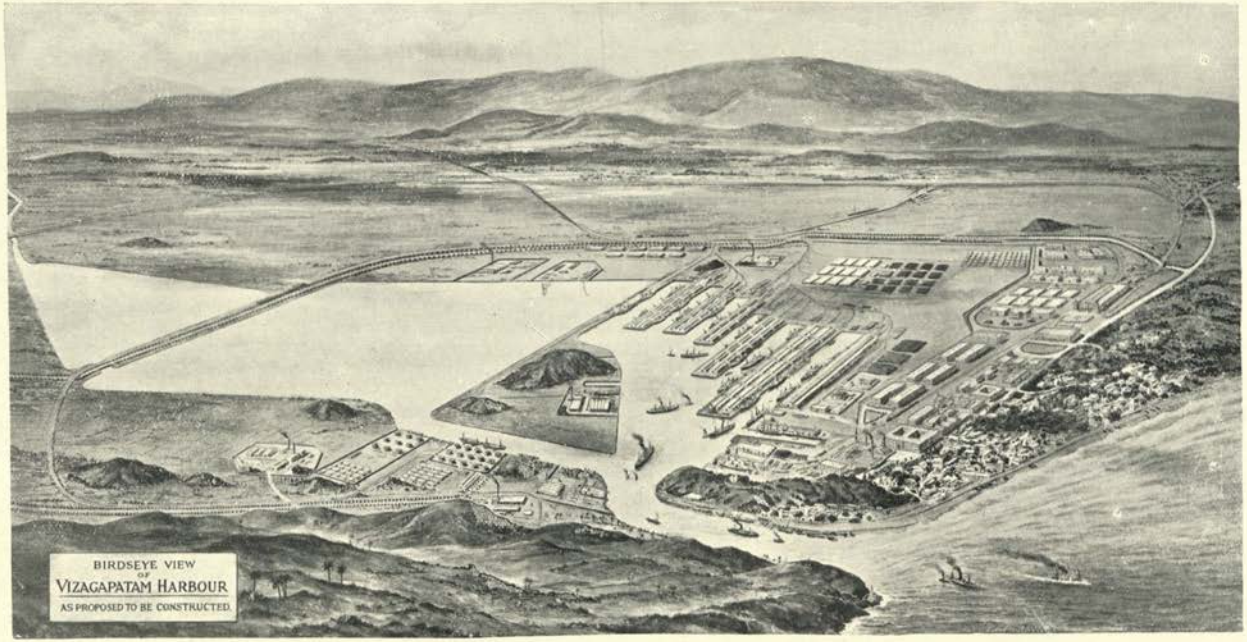
The question of constructing a railway between Jaunpur and Lucknow *viâ* Sultanpur has been long under consideration. The object of the scheme is to open out the country along the Goomti river between the Oudh and Rohilkhand Railway main and loop lines. The railway will run more or less along the watershed between the Goomti and Sai rivers and will cross a well cultivated fertile tract of country. The construction of the line which is about 142 miles long on the 5′-6″ gauge was sanctioned in August 1927 and will take about 2½ years to complete.

Unao-Madhoganj (E. I. Ry.).

The construction of a line between Unao and Madhoganj a distance of 48 miles on the 5′-6″ gauge was sanctioned in August 1927. The principal object of this line is to open up the tract of country bounded on the west by the Ganges, on the east by the East Indian Railway main line Bareilly to Lucknow and on the south by the Lucknow-Cawnpore Branch. The line may eventually form part of a larger scheme for a through line between Unao and Chandausi *viâ* Jalalabad and Budaon; but as it was financially sound on its own merits and would not conflict with further developments it was decided to proceed with it independently, especially in view of the fact that the area which the line would traverse would be watered by the Sarda Canal under construction. It is hoped to have the line open for public traffic by the end of 1929.

Abdulpur-Nawabganj (E. B. Ry.).

The construction of this broad gauge line about 57 miles long was sanctioned in October 1927. From the railway point of view the line is very important as it will permit of traffic being diverted from the Godagari ferry



Bird'seye View of Vizagapatam Harbour as proposed to be constructed

to *viâ* the Sara bridge with a considerable reduction in working expenses. The line will serve Rampur Boalia or Rajshahi, a district town of considerable local importance. It is expected that the section from Abdulpur to Rampur Boalia 28 miles will be open for traffic early in 1929.

Salem-Vriddhachalam (S. I. Ry.).

This railway is the outcome of several proposals, some dating as far back as 1909, for lines to serve the Salem and South Arcot district. The line, which is to be on the metre gauge, will be about 83 miles long and together with the Vriddhachalam-Cuddalore Railway now under construction, will form a cross feeder connecting Salem Junction on the broad-gauge with Cuddalore on the metre-gauge. It will cross the Villupuram-Trichinopoly Chord at Vriddhachalam, will pass through fairly populous country and busy trade centres, and will afford facilities for the general development of trade besides developing the well irrigated country to be traversed.

Trichinopoly-Manamadura (S. I. Ry.).

The construction of this line, 94·22 miles in length and on the metre gauge, was sanctioned in the year under review. It is one of the lines recommended by Mr. Izat, who was deputed in the year 1921 to investigate the railway requirements of Southern India. The line will traverse a thickly populated country and serve several important towns including Sivaganga in the vicinity of which there are several renowned temples largely attended by pilgrims. It will also afford the relief to the Trichinopoly-Madura section of the South Indian Railway main line, which will be needed when the Villupuram-Trichinopoly line is open.

Salem-Mecheri-Metur Dam (S. I. Ry.).

This line is required for the transport of stores, machinery and materials for the Dam which the Madras Government are constructing across the Cauvery river at Metur. From Salem to Mecheri the line will be built as a permanent light line on 5′-6″ gauge to be guaranteed against loss by the Madras Government, and from Mecheri to the site of the Dam as an assisted siding. The total length is 25·62 miles.

Minbu-Pakokku Project (Burma Railways).

The construction of this important metre gauge project, 312 miles in length, as part of the Burma Railways system, was sanctioned in December 1927. The main object, for which it is designed is to open up the Minbu and Pakokku districts on the west of the Irrawaddy, which are seriously lacking in means of communication at present, and to connect them by means of a rail wagon ferry across the river with the Burma Railways on the east. It will consist of a main line from Malun, about 20 miles South of Minbu, to Yesagyo, North of Pakokku, along the west bank of the Irrawaddy, with 3 branches, and a connecting line from Patango, on the East bank of the river, to Taungdwingyi, where a junction will be made with the Pyinmana Kyaukpadaung branch of the Burma Railways; there will be a wagon ferry between Patango and Malun for which the ferry plant now in use at the Sagaing crossing will be available when the bridge there is completed. The work has been started and some progress had been made with the Taungdwingyi-Patango section by the end of the year.

Bridge over the Irrawady at Sagaing.

The project to take the main line of the Burma Railways over the Irrawady by a bridge at Sagaing was sanctioned during the year. The bridge will take the place of the existing wagon ferry between Amarapura and Sagaing and will obviate the delay to passenger traffic, which at present takes about an hour to make the crossing, besides saving about 24 hours delay to goods traffic. The work is making good progress. Land has been acquired

and about 150 lakhs cubic feet earthwork has been done in the approaches. Well sinking has been started and arrangements are being made for the supply of the steelwork. The work is estimated to cost Rs. 155 lakhs.

By arrangement with the local Government, which will contribute towards the cost, the bridge will also accommodate road traffic.

Bridge over the Indus at Kalabagh.

A proposal has been under consideration for some years to build a bridge over the Indus at Kalabagh to take the place of the existing wagon ferry between Mari Ghat and Kalabagh. This work has been sanctioned at an estimated cost of Rs. 42·76 lakhs. The savings due to the replacement of the ferry are estimated to give a return of 5 per cent. on the capital cost of the bridge.

47. Important new works.—Among the important new works in hand may be mentioned the following :—

Electrification of the Madras Suburban Section—South Indian Railway.—As a result of the investigations mentioned in last year's report, a scheme for the electrification of the suburban lines of the South Indian Railway from Madras Beach to Tambaram was sanctioned during the year under review at an estimated cost of Rs. 42 lakhs approximately. It is anticipated that the introduction of electric traction on this section will not only enable the railway administration to cope with the normal increase in traffic, but will also considerably encourage the development of suburban passenger traffic in the area.

Madras Hydro-Electric Schemes.—Further examination had to be made of the Madras Hydro-Electric projects and of the schemes for the electrification of the Madura-Trichinopoly and certain other sections of the South Indian Railway for which it is proposed to obtain power from hydro-electric sources, and the question was not yet ripe for settlement at the close of the year under review.

Electrification of suburban lines near Calcutta.—With regard to the Calcutta suburban electrification scheme, it was found necessary in view of the heavy expenditure involved to carry out further investigations both as to the probable development of traffic in the suburban area and the estimated cost of the project, in order to ascertain to what extent the introduction of electric traction on the section would be justified financially.

Vizagapatam Harbour.—Considerable progress was made with the construction of the new Vizagapatam Harbour during the year. The suction dredger, " Vizagapatam ", which met with a serious accident last year, arrived back from Calcutta after the necessary repairs about the end of December and started work inside the harbour about a month later. The reclamation work was vigorously pushed on and bunds were constructed round the railway and the manganese wharf area, on the north side of the dock reclamation area and the storage canal. Good progress was made with the sinking of the monoliths of the wharf wall though work was at first somewhat hampered owing to the late delivery of the two loco. cranes which had been ordered from England. The provision of a dry dock was sanctioned during the year and a start was made with its construction. The work on the construction of the staff quarters is now well in hand. The general layout of the railway connections was approved. Certain anti-malarial measures were also carried out in accordance with the advice of the Director of the Central Malaria Organization with the Government of India. A scheme for the administration of the port during the period of the construction of the harbour is at present under consideration by the Government of India.

Training School and hostels near Kot Lakhpat on the North-Western Railway.—A scheme for the Lyallpur Area School, which was to include and expand the then existing Railway Training School was sanctioned by the Railway Board in November 1926. Subsequently it was decided that a still

BANK OF MONOLITHS COMPLETED
REMAINDER UNDER CONSTRUCTION
MONOLITHS BEING SUNK BY DREDGING
FOUNDATIONS FOR STORAGE SHED SITE

Visagapatam Harbour Monolith Quay Wall

bigger scheme should be prepared, making immediate provision for certain courses not originally contemplated and that the hostel should be redesigned. Work on the original scheme was therefore not commenced.

The new scheme necessitated the provision of extra accommodation and a much bigger area of land was therefore required and as land at Lyallpur is very expensive, a suitable and inexpensive plot of Government Forest land near Kot Lakhpat at Lahore has been selected for the location of the new Training School. An estimate amounting to Rs. 8,79,470 for the new scheme was sanctioned shortly after the close of the year, and it is expected that the buildings for the school and hostels will be ready for the session commencing in September 1929. The hostels will provide accommodation for 312 students.

Accommodation for special apprentices for superior services at Jamalpur.—For the system of special apprenticeship for the Mechanical Engineer and Transportation (Power) Departments described in paragraph 80 of the Report for 1925-26, it has been decided that the apprentices will be sent for workshop training to the Jamalpur Workshops on the East Indian Railway and an estimate providing hostel accommodation for 36 special class apprentices at a cost of Rs. 2,15,000 was sanctioned in May last.

Jhansi Workshops, Great Indian Peninsula Railway.—These shops are being remodelled on the lines suggested by the State Railways' Workshops Committee and will provide facilities for both locomotive and carriage and wagon repairs and for an expansion of the Manufacturing Department of the Workshop which is necessary to ensure an adequate supply of spare parts. The scheme involves the transfer from Matunga of certain shops, and allows for the introduction of the initial works connected with the policy of transferring all manufacture work from Parel to Jhansi.

Jamalpur Workshops, East Indian Railway.—The Jamalpur workshops were constructed about 1862 and have from time to time been added to or altered to meet requirements, with the result that the layout is now very inconvenient, while the buildings are cramped and badly lit. The necessity for remodelling the shops in accordance with the recommendations of the Workshops Committee has been accepted, and it is recognised that very extensive additions and alterations will have to be carried out. The preparation of a scheme is in hand.

Tatanagar Workshops, East Indian Railway.—The Peninsular Locomotive Company's works at Tatanagar which were purchased by Government are being adapted for the construction of bogie coaching under frames to meet the needs of the State-managed Railways. These works will now be known as the East Indian Railway Tatanagar Workshops.

New Store Yard at Belur.—The Sulkea store yard at Howrah was found to be inadequate for the requirements of the East Indian Railway, as there was no room at the site for expansion. Moreover, more economical and efficient methods for the custody and distribution of the railway's stores could be made if such work was centralised. It was decided to construct a new store yard at Belur, which would deal not only with the Howrah work but also with the Lucknow work. The cost of the scheme is estimated at Rs. 23 lakhs, of which a little over 3 lakhs is for land. It is estimated that an annual saving of about Rs. 1,55,000 in working will result from this move.

48. Open line improvements.—The following are the more important open line schemes which were completed during the year :—

Assam Bengal Railway.

The ballasting of the Sylhet Branch was completed thus enabling the speed of trains to be increased and the running of an additional passenger train with the existing stock.

At Chandpur where the erosion of the river foreshore threatened the maintenance of the station, it was necessary to undertake at short notice work

on a retired alignment so as to make the stone pitching conform to the general direction of the flow of the river. The work of transferring the transhipment point between the Railway and the Steamer Companies from Gauhati to Pandu was commenced during the year and is expected to be completed in July 1928. The transfer to Pandu was necessitated by the silting of the foreshore at Gauhati Ghat which involved a long carry of over 200 yards for all goods interchanged.

Bengal and North-Western Railway.

The train control system was introduced on the Hajipur-Samastipur-Bachhwara and Samastipur-Sakri sections on and from October 3rd, 1927, and on the Sonepore-Katihar section on and from 16th October, 1927. The total mileage now under control is 569.

The interlocking of Gorakhpur yard and 8 way-side stations between Hajipur and Bachhwara was completed during the year. Forty-one and a quarter lbs. rails were replaced by fifty lbs. rails in passenger loops at certain stations between Sonepore and Burhwal. A transhipment platform and siding was completed at Darbhanga and bridge No. 80 between Riga and Dhang was reconstructed. An overhead bridge and passenger platform were completed at Raxaul.

Bengal Nagpur Railway.

Six yards were remodelled during the year and interlocking or revised interlocking arrangements were provided at eleven stations.

The train control was extended from Palasa to Waltair and the headquarters were removed to Waltair.

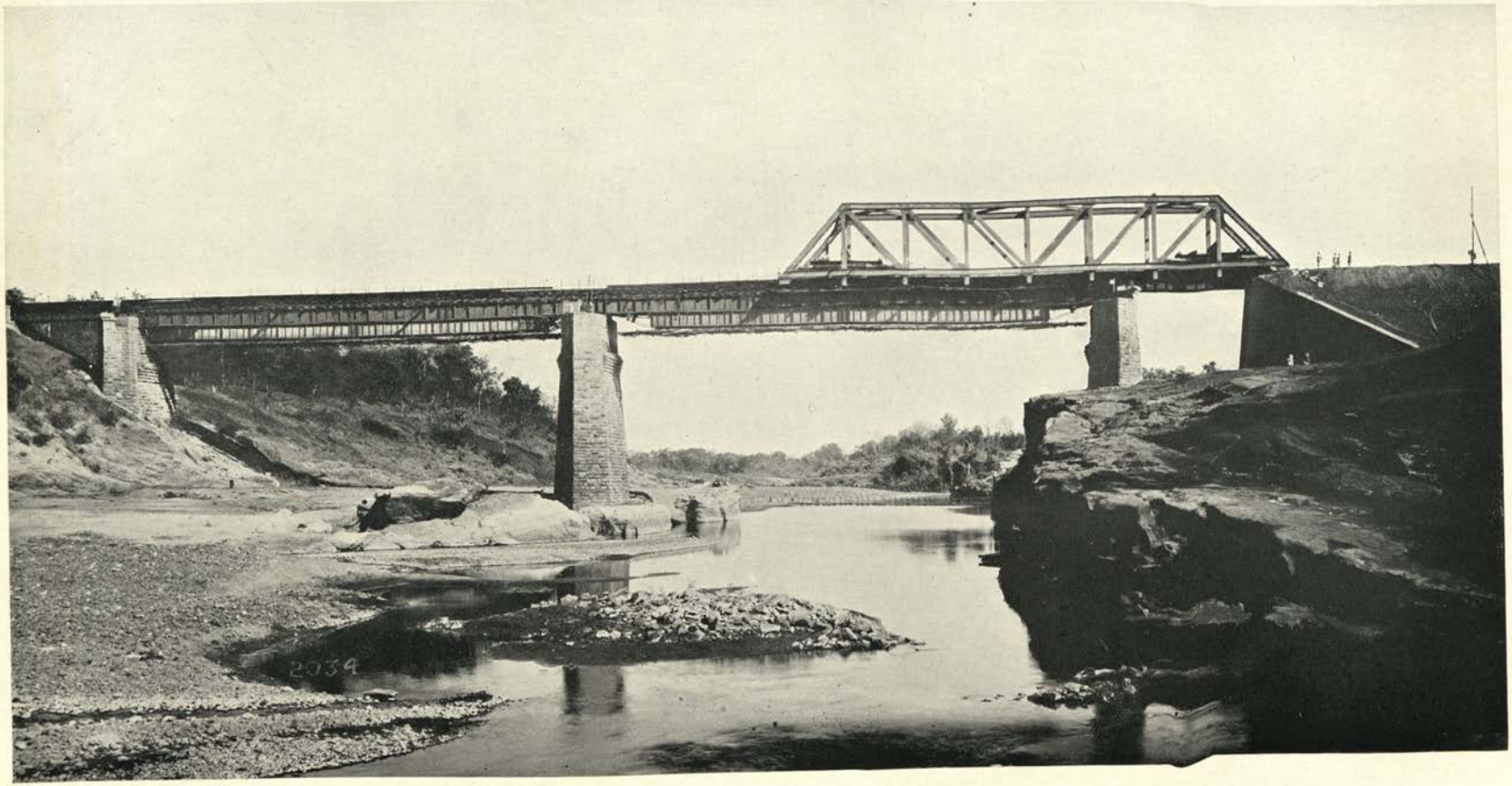
Work on replacing understrength girders has made good progress, 20 spans of 60 feet, 20 spans of 20 feet, 40 spans of 12 feet, 5 spans of 6 feet, and 2 spans of 10 feet having been replaced. At the Johilla Bridge on the Katni Branch where the girders were carried away by the floods in August 1926, temporary spans were fabricated by utilising old understrength spans of 60 feet bolted together and were erected in June 1927. These spans were strong enough to permit of wagons being shunted across but were not strong enough for whole trains. The new girders were received in the beginning of the cold weather of 1927-28, and have since been erected on shore. It is expected that the bridge will be complete before the commencement of the 1928 monsoon.

The Nerbudda Bridge on the Satpura Railway, which was wrecked by the same storm which damaged the Johilla bridge, consists of 5 spans of 200 feet and 1 span of 150 feet. All the girders were washed away with the exception of 1 span of 200 feet. Three of the old spans were recovered during the dry season of 1927, and have since been reconditioned while two new spans have been received. This bridge also is expected to be ready before the 1928 monsoon.

Burma Railways.

At Rangoon the passenger platform with shed and stairways was completed and the interlocking, water columns and ash pits will be taken in hand shortly. At Pegu the work on the south end has been completed and the north end will be commenced shortly. The coverings over the platforms at Mandalay, Toungo, Thazi and Pyinmana will be completed in the near future.

Important changes are being made in regard to the Goods terminal arrangements in Rangoon in order to relieve the Goods work at Rangoon Main Station and to allow of Latter Street Station being closed to suit the requirements of the Port Commissioners. A new Station has already been completed at Botataung and another new Station is in hand at Keighly Street which will deal with traffic to and from Stations west of Rangoon.



Reconstruction of Johilla Bridge (New Span being launched)

Bombay, Baroda and Central India Railway.

The piers of 14 broad gauge bridges were strengthened. Three additional spans of 30′ each were provided at Malin river between Bhortek and Amalner on the Tapti Valley Railway and girders were strengthened on the Broach-Jambusar Railway.

The construction of a new road overbridge at Mahalakshmi station has been practically completed with the exception of the road surfacing, the details and allocation of cost of which are still under discussion with the Bombay Municipality. The remodelling of Ahmedabad and Kankaria yards was practically completed with the exception of track circuiting which was in progress. The construction of the new locomotive shops at Dohad is expected to be completed by the end of 1928.

Satisfactory progress in connection with the new Bombay Central station was made during the year, the permanent-way having already been laid in the various yards. The work of providing automatic signalling between Church Gate and Grant Road was in progress.

A new smithy forge, spring and die shop were constructed at Ajmere.

Eastern Bengal Railway.

The remodelling of Sealdah, phase 1, was completed during the year and phase 2 was in progress.

An extensive programme of improvements to interlocking arrangements was undertaken during the year and the following works were completed:—

Installation of Neale's common battery system of working at all single line stations between Ishurdi and Siliguri.

Alterations to signals and interlocking arrangements at Chuadanga, Kankurgachi, Belghurriah and Sealdah South station.

Provision of a new 40-lever cabin at the south end of Barrackpore station.

New features in signalling introduced during the year include a colour light starting signal at Sealdah and three position colour light signal repeaters at Belliaghata South Cabin and Sealdah B Cabin.

To permit of through trains running at booked speeds without restriction, the running roads at 17 stations on the broad gauge have been isolated during the year. At 21 other stations on the broad gauge and 41 stations on the metre gauge isolation is in progress.

Train control was brought into use between Lalmanirhat and Santahar, and between Kaunia and Parbatipur it was installed ready for bringing into use.

The renewal of weak girders on 5 bridges between Calcutta and Dum Dum and on 8 bridges on the Lalmanirhat district was completed during the year. The regirdering of the Cobbaduck bridge was completed and that of the Jaboona and Bhetna bridges was in hand during the year. An existing wooden pile bridge was replaced by a pucca bridge on the Rangiya-Tangla branch. Additional waterways were provided at two bridges one on the Santipur-Krishnagar section and the other on the Sara-Sirajganj Railway.

East Indian Railway.

The overhead bracings of the Bally Khal and Banka Nullah bridges were raised during the year.

Additional facilities on the Gaya-Moghal Sarai section in connection with the doubling of the Grand Chord were completed together with a second down line between Barakar and Asansol. The Raiwala-Rikhikesh Railway was opened during the year and the Dalmau-Daryapur and Sitapur branches were reopened.

The remodelling of the yard at Gaya and the electric installation at the same place were finished. Lucknow Yard was remodelled and a new loco-

motive shed constructed at Rosa. The new paint shop, Lucknow carriage and wagon shops, was completed and the locomotive shops at Lucknow were nearing completion. Divisional offices at Asansol and Dinapore were under construction and the Dinapore Electricity Supply was partially finished.

Other works in hand include additions and alterations to the yard at Bandel, remodelling the yards at Burdwan, Baidyanath Dham, Ondal, Moghal Sarai, Moradabad and Ajodhya, additions to Dhanbad marshalling yard and remodelling of Asansol station building and Moradabad Locomotive Shed. The regirdering of the down track of Lower Sone Bridge and strengthening of the down track of Upper Sone Bridge were also in progress.

Great Indian Peninsula Railway.

Dudhi bridge was reconstructed and the widening of the local lines on the Mumbra bridge was completed. Eight bridges were reconstructed or rebuilt and the replacement of the Nerbudda bridge on a new alignment consequent on being washed away by high floods in September 1926 was in hand. The remodelling and provision of a new main line station building at Victoria Terminus was in progress.

The Kurla-Trombay line was taken over from the Bombay Development Department and after being extended from Chembur to Mandala was opened for traffic on June 1st, 1927.

The Central Salsette Tramway, 4′ 8½″ gauge, was also taken over from the Bombay Development Department and opened for passenger traffic on January 9th, 1928.

Jodhpur Railway.

The remodelling of Luni yard is approaching completion, and considerable progress was made in the remodelling of Degana yard. The programme of extending the station yards at Nagaur, Alai, Khajwana and Marwar Mundwa was completed. The transhipment yard at Mirpur Khas was completed and the marshalling yard was practically finished.

The train control system has been installed between Kuchaman Road and Luni Junction from July 1st, 1927, and between Khokhropar and Hyderabad (Sind) from 1st October 1927. The section from Luni Junction to Khokhropar will be completed in 1928-29.

Madras and Southern Mahratta Railway.

The remodelling of the Perambur Workshops has made good progress.

Good progress has been made on the Tondiarpet Salt Depôt and it is expected to be ready for the Salt Department in January 1929, after which work will proceed on the Tondiarpet marshalling yard.

An overbridge was sanctioned in July 1927, to eliminate the objectionable Elephant Gate level crossing. The pile foundations for the bridge over the railway have been completed.

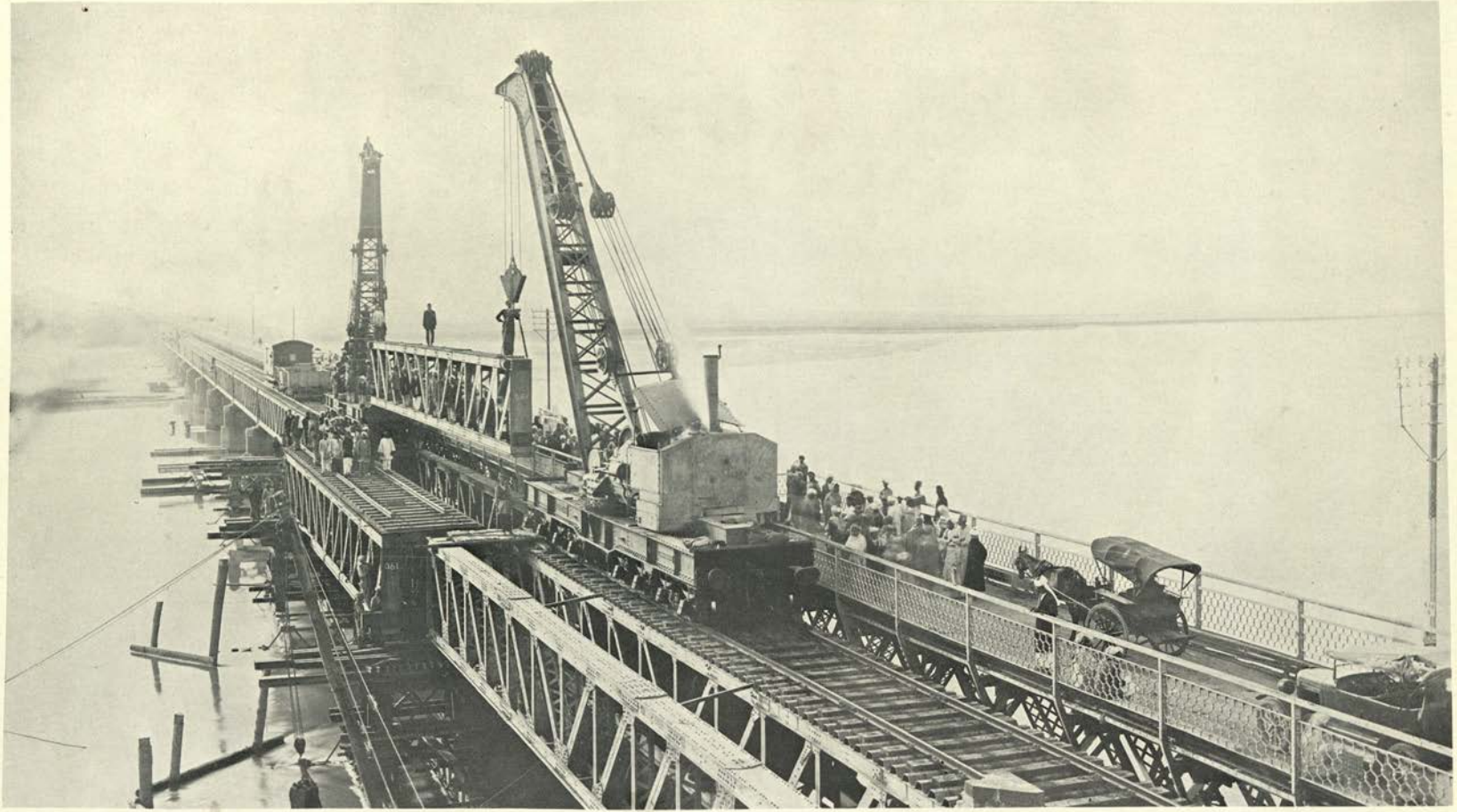
The remodelling of Arkonam and Londa was completed while the remodelling of Jalarpet and Guntakal was nearing completion. The train control system has been established on the following sections and is now working satisfactorily:—

Bezwada to Waltair.

Madras to Bangalore.

Arkonam to Raichur.

This completes the Broad Gauge section. The work of installing train control on the Belgaum-Londa, Castle Rock-Gadag, Gadag-Guntakal, and Guntakal-Bezwada sections of the Metre Gauge is nearing completion and is expected to be brought into use shortly.



Regirdering of Jhelum Bridge

His Exalted Highness the Nizam's Guaranteed State Railways.

The roofing of the metre gauge main line passenger platform, Secunderabad, was completed. Tanks to conserve water used for washing out engines at Lallaguda were constructed and good progress was made in the construction of a church for railway employees at Lallaguda. Several works under the sewerage system were completed during the year. Work was continued on the remodelling of the workshops at Lallaguda. The conversion of the old fitting shop into a machine shop was completed. Good progress was made in equipping the locomotive shops with electric power.

North Western Railway.

New station buildings or pucca buildings in place of temporary buildings were constructed at 7 stations. Additions and alterations to station buildings were carried out at Peshawar City for defence purposes and at Wazirabad, Sialkot, Jullundur City and Jhang Maghiana. The remodelling of the following stations and goods yards were completed :—

Kotri Yard, Tarki Station, Peshawar Cantonment Locomotive Yard, and Lahore Transit Yard.

Additions and alterations to station yards were carried out at 23 stations, and running lines were isolated at 13 stations.

A road overbridge was completed at Peshawar and foot overbridges at Karachi Cantonment, Tando Adam, Kotri and Rohri and one is in hand at Lahore near Victoria Road.

The reconstruction of the Alexandra Bridge over the Chenab at Wazirabad was completed in June 1927. The road overbridge and foot overbridge at Rawalpindi were replaced with larger spans in connection with the remodelling of the yard and the three track railway bridge was replaced with a new bridge carrying four tracks. The Jail Road overbridge has been completed at Peshawar and the Pakpattan Canal Bridge on the Sutlej Valley Railway. Good progress has also been made on the Attock Bridge, Adamwahan Bridge, Jhelum Bridge, Ferozpur Weir, Ghaggar Bridge and the Lower Jhajra Bridge. The last two are on the Ambala-Kalka section.

A large programme of signalling and interlocking improvements was carried out during the year. Train control telephones have been installed on the Multan-Lyallpur, Multan-Khanpur, Delhi-Jhind, and Jhind-Bhatinda sections. Single line token instruments have been installed on the Saharanpur-Ghaziabad, Golra-Kohat, Raewind-Montgomery, Montgomery-Khanewal, Shahdara-Lalamusa and Raewind-Bhatinda sections.

The progress of electric installations has been satisfactory. Works involving railway-owned generating plants were completed at Ferozepur, Bhatinda, and Peshawar and were in hand at Ambala, Amritsar, Khanewal and Kalka. Installations obtaining energy from local supply companies were completed at Hyderabad, Shikarpur, and Karachi Cantonment, and were in hand at Sukkur, Rohri, Badamibagh, Chaklala, and Shahdara. The electrical installation in Delhi station and yard was completely remodelled, and the existing steam plant is in process of being replaced by the provision of power in bulk from the Delhi Electric Supply Company.

A new record was established this year with track renewals exceeding even the notable figure of last year. All second hand released rails were transferred to new branch lines under construction. No less than 348 miles of rails were renewed and 737 miles of sleepers. In addition 105 miles of sleepers were replaced by second hand sleepers as casual renewals.

South Indian Railway.

The reconstruction of the Ferok and Kallayi bridges on the broad gauge was completed during the year and the bridges were opened to traffic on June 8th, and October 21st 1927. The Tambarparni bridge on the metre gauge was opened to traffic on May 20th, 1927.

258 quarters for subordinates and menials were constructed during the year. The work of remodelling Trichinopoly Junction proceeded but progress was necessarily slow as it was necessary to keep traffic moving, while the work was going on.

Good progress was made with the Erode Branch conversion.

In the Central Workshops and Town scheme the work in the Carriage body shop and Foundry shop, Scantling shed, Machine shop, Underframe shop and Sawmill has been completed, and the buildings handed over to the Mechanical Department. The work in the Engineer's shop, Forge and Smithy shop is well in hand.

CHAPTER IV.

TRANSPORTATION AND WORKING.

49. Statistics of working.—It has been explained in previous reports that on account of the vast size of a railway's business it is difficult to make it readily intelligible unless the operations are reduced to comprehensible terms by means of statistics. Moreover in addition to presenting a record of the work done statistics are being increasingly used as an indication of the direction in which improvements may be needed and as a check on the efficiency of working.

Business handled.—In a review of a year's working the first point to notice is the business handled or total output. The best method of expressing this is by the terms " net ton miles " for goods traffic and " passenger miles " for passenger traffic, which mean the total number of tons or passengers carried multiplied by the distance over which they are moved. The figures for Class I Railways which carry 97 per cent. of the total traffic of Indian Railways are given in the table below and show an increase of 7·5 per cent. in net ton miles and 6·7 per cent. in passenger miles over 1926-27 :—

	Class I—Railways, all Gauges (in thousands).			
	1925-26.	1926-27.	**1927-28.**	Percentage increase or decrease compared with 1926-27.
Net ton miles	19,661,723	20,103,214	**21,620,094**	+7·5
Passenger miles	19,512,534	19,603,413	**20,908,343**	+6·7

Service Performed.—The medium used by railways for handling their business consists of trains, and the measure of the service performed is expressed by the number of train miles. Full details of train and engine miles of Class I Railways will be found in Statement No. 17 of Vol. II and that of Class II and III Railways in Statement No. 37. The following table shows the passenger and goods train miles for the last three years and shows that there was an increase in passenger train miles of 6·6 per cent. in the broad gauge and 6·2 per cent. on the metre gauge. The increase in goods train miles was 5·1 per cent. on the broad gauge and 3·2 per cent. on the metre gauge.

	Class I—Railways, Broad Gauge (in thousands).				Class I—Railways, Metre Gauge (in thousands).			
	1925-26.	1926-27.	**1927-28.**	Percentage of variations with 1926-27.	1925-26.	1926-27.	**1927-28.**	Percentage of variations with 1926-27.
Passenger train miles	51,787	56,211	**59,893**	+6·6	15,650	16,452	**17,467**	+6·2
Goods train miles .	40,888	40,594	**42,679**	+5·1	14,349	14,600	**15,067**	+3·2

Shunting engine miles.—Apart from *train* engine miles many thousands of *other* engine miles are run, such as shunting, light, assisting and departmental, which not being directly concerned with the hauling of trains are termed unproductive miles. Of this mileage the largest portion consists of shunting engine miles and it behoves all railway administrations to maintain a constant watch on this mileage by means of statistics and to endeavour to keep the proportion of shunting miles to train miles to the lowest possible

dimension. That railways are fully alive to the importance of this matter is borne out by the following figures:—

	Broad Gauge.				Metre Gauge.			
	1925-26.	1926-27.	**1927-28.**	Percentage of variations with 1926-27.	1925-26.	1926-27.	**1927-28.**	Percentage of variations with 1926-27.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	6·46	5·62	**5·25**	—6·58	5·85	5·64	**5·49**	—2·66
Shunting miles per 100 train miles (Goods and proportion of mixed).	40·5	39·7	**38·0**	—4·28	32·2	31·8	**32·4**	—1·89

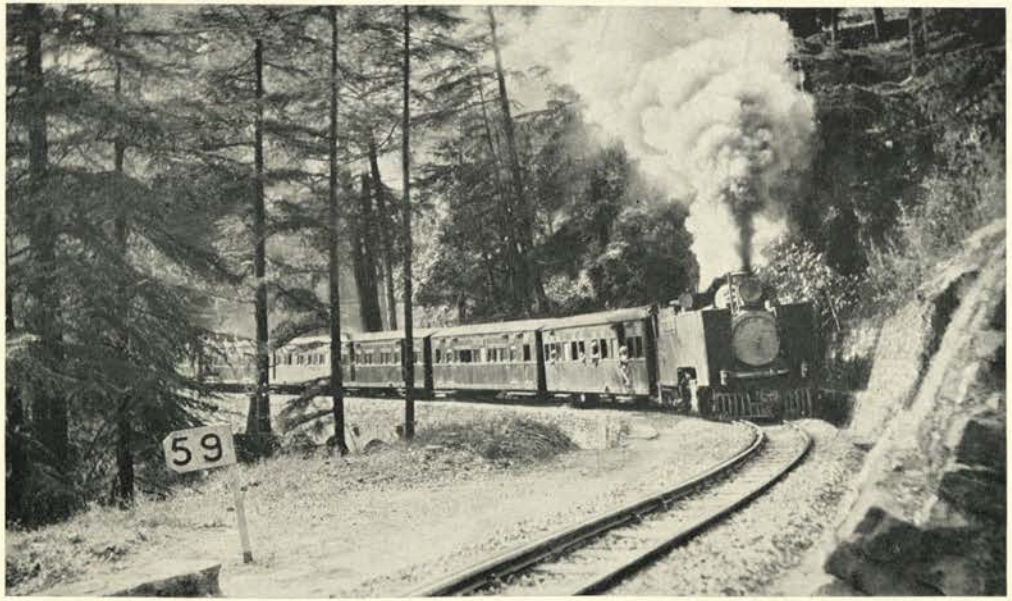
Goods trains.—The average through speed of goods trains, which is the average speed of a train from start to finish of its run inclusive of stops *en route*, slightly improved from 9·8 to 9·9 miles per hour on the broad gauge and from 9·3 to 9·5 on the metre gauge. The average net load of a goods train advanced from 381 to 390 tons on the broad gauge and from 157 to 164 tons on the metre gauge. As a result of these improvements in speed and load the final index of goods train working, net ton miles per engine hour, shows an increase from 1,613 to 1,665 net ton miles on the broad gauge and from 733 to 759 on the metre gauge.

Engines.—The work done by engines is expressed by the figure engine miles per engine per day. Based on the number of engines on the line this figure shows an increase on the broad gauge from 60·8 to 66·1 and on the metre gauge from 65·4 to 69·2. Based on the number of engines in use, the number of engine miles per engine per day has risen on the broad gauge and metre gauge alike from 99 to 102. At the same time the percentage of engines under or awaiting repairs has again decreased from 21·9 to 20·6 on the broad gauge and from 19·0 to 17·7 on the metre gauge. This means that 1·3 per cent. more engines were available for use both on the broad gauge and on the metre gauge, the equivalent of 80 broad gauge engines and 34 metre gauge engines.

Wagons.—The amount of work got out of the available wagon stock is expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles performed by a wagon per day. As an empty wagon performs no net ton miles the latter figure is an index of the work done by loaded wagons only. The following table shows these two results for 1927-28 compared with the previous year:—

	Wagon miles per wagon day.		Net ton miles per wagon day.	
	1926-27.	**1927-28.**	1926-27.	**1927-28.**
Broad Gauge	33·1	**34·8**	292·7	**311·2**
Metre Gauge	30·5	**31·5**	145·6	**156·0**

The average percentage of unserviceable wagons to the total number of goods wagons also shows an improvement from 5·78 to 5·46 per cent. or ·32 per cent. on the broad gauge and from 6·41 to 4·06 or 2·35 per cent. on the metre gauge, the equivalent of 489 broad gauge wagons and 1,490 metre gauge wagons.



Kalka-Simla Train approaching the 59th Mile Post

Passenger vehicles.—Similar figures with regard to repairs of passenger vehicles show a decrease from 13·4 to 11·4 per cent. on the broad gauge and from 11·1 to 9·9 per cent. on the metre gauge. On the same basis as adopted for engines this represents a saving of 201 broad gauge carriages and 89 metre gauge carriages.

50. Turning to individual railways the principal features of the year's working are as follows:—

Bengal Nagpur Railway.

The wagon user figures of net ton miles per wagon day and wagon miles per wagon day increased from 281 to 304 and from 27·4 to 29·7 respectively.

The shunting miles per 100 train miles (Goods) improved from 50·1 in 1925-26 and 47·9 in 1926-27 to 45·3 in the year under review.

The oil consumption on vehicles shows a sustained improvement mainly due to efforts by the Watch and Ward Department for checking pilferage. The figures are:—

	Pints of oil consumed per 1,000 vehicle miles (Passenger and Goods).
1925-26	3·50
1926-27	2·71
1927-28	**1·88**

Eastern Bengal Railway.

The most noteworthy feature is the reduction in the period of detention in shops of engines and vehicles for repairs:—

	Broad Gauge.		Metre Gauge.	
	1926-27.	**1927-28.**	1926-27.	**1927-28.**
Average number of days engines were in shops for heavy repairs.	101	**68**	102	**74**
Average number of days vehicles were in shops:—				
Passenger carriages	60	**30**	42	**22**
Other coaching vehicles	59	**32**	49	**26**
Wagons	25	**7**	36	**7**

Mention was made in last year's report of the special efforts being made by the use of "servis" recorders and marshalling yard statistics to cut down shunting. A further improvement was effected this year, the shunting miles per 100 train miles broad gauge (Goods) now standing at 85 as against 112·1 in 1924-25.

A marked improvement is noticeable in the figures of engine usage:—

	1925-26.	1926-27.	**1927-28.**
Engine miles per day per engine in use Broad Gauge	89·9	93·4	**96·6**
Ditto ditto Metre Gauge	82·1	87·5	**96·9**

The wagon user figures similarly show an improvement.

—	Broad Gauge.		Metre Gauge.	
	1926-27.	**1927-28.**	1926-27.	**1927-28.**
Net ton miles per wagon day	155·4	**169·3**	105·1	**107·9**
Wagon miles per wagon day	21·7	**23·0**	24·9	**26·0**

East Indian Railway.

The engine miles per day per engine in use improved from 93·6 to 98·6 and the engine miles per day per engine on the line from 66·8 to 69·8. The net ton miles per wagon day increased from 329 to 338 and the average goods train load in tons from 434 to 446. The gross ton miles per engine hour advanced from 4,145 to 4,430.

Great Indian Peninsula Railway.

The net ton miles per wagon day improved from 372 to 417 and the wagon miles per wagon day from 44·7 to 48·3. The average goods train load in tons went up from 802 to 825.

An improvement was also effected in the use made of coaching vehicles. The figures being :—

Year.	Vehicle miles per vehicle day.
1924-25	182
1925-26	191
1926-27	210
1927-28	**230**

North Western Railway.

With a further reduction in the number of engines on the line by the elimination of obsolete types and with the decrease in the average number of engines under repairs which fell from 25·7 to 23·9 per cent. there has been a further substantial improvement in the engine usage figures as follows :—

—	1925-26.	1926-27.	**1927-28.**
Engine miles per day per engine in use	90·3	97·1	**101·0**
Engine miles per day per engine on the line . . .	48·9	55·8	**64·7**

The shunting engine miles per 100 train miles (passenger) improved from 7·3 to 5·96.

South Indian Railway.

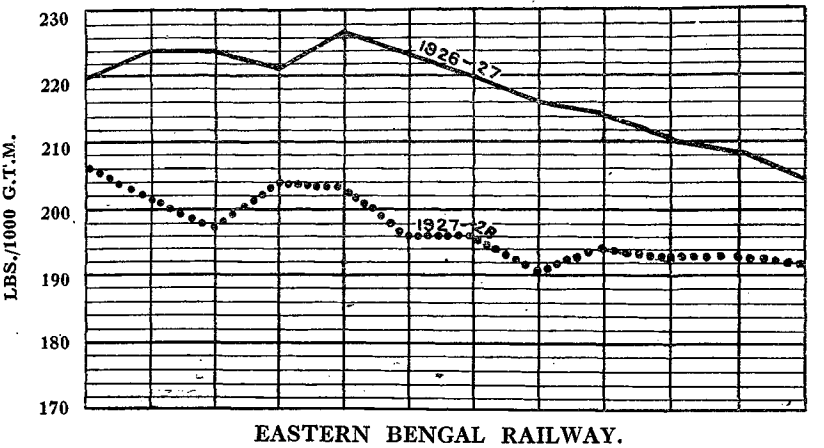
The percentage of engines under or awaiting repair on the broad gauge shows a reduction from 19·0 to 17·3. Similar figures of coaching stock show an improvement from 10·7 to 10·3 on the broad gauge and from 10·9 to 9·4 on the metre gauge. The best improvement, however, is in the percentage of unserviceable wagons which shows a most satisfactory decline on the broad

FUEL ECONOMY GRAPHS.

(BROAD GAUGE.)

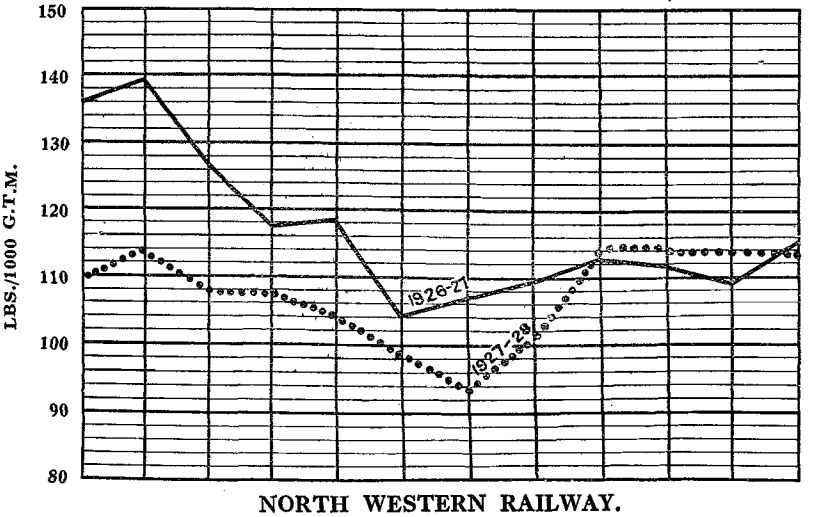
GREAT INDIAN PENINSULA RAILWAY.

PASSENGER (INCLUDING PROPORTION OF MIXED).



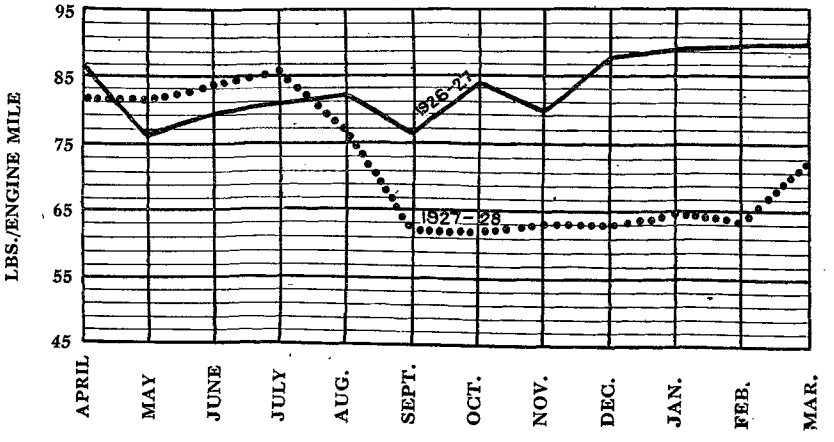
EASTERN BENGAL RAILWAY.

GOODS (INCLUDING PROPORTION OF MIXED).



NORTH WESTERN RAILWAY.

SHUNTING (INCLUDING SIDINGS).



gauge while on the metre gauge also the percentage is lower than in the preceding year. The following are the figures :—

Year.	Broad Gauge.	Metre Gauge.
1926-27	8·57	12·44
1927-28	**4·64**	**11·58**

The engine miles per day per engine in use continued to show an improvement both on the broad gauge from 93 to 96 and on the metre gauge from 95 to 100.

51. Fuel economy.—The 1926-27 report contained a reference to progress made in the conservation of locomotive fuel, and experience has shown that the developments forecasted have materialised and that still further economies may be expected in future.

Since then a standing committee has been appointed consisting of the Technical Member of the Railway Board, the Director of Mechanical Engineering and the Director of Traffic. This Committee with the Fuel Officers of the State-managed Railways meets every six months and submits its recommendations to the Railway Board. These recommendations, together with the Board's orders thereon, are circulated to all Railways for information and guidance.

The success of these efforts to conserve locomotive fuel may best be judged from the graphs reproduced on the opposite page which illustrate some of the results obtained on different services by various State-managed Railways.

52. Running of passenger trains.—Steady improvement continues to be made in the punctual running of passenger trains on the broad gauge. Of the total number of trains run in January 1928 (mail, passenger, suburban and mixed) over 90 per cent. arrived right time or less than ten minutes late. The improvement over the figures for February 1927 is due to the proportion of right time arrivals having increased from 73·6 per cent. to 77·8 per cent. The metre gauge results were not quite so good as in the previous year except for mail and important through trains which show a slight improvement.

	All Trains.			Percentage of trains arriving right time or less than 10 minutes late to number of trains run.			
	Percentage of trains arriving right time to number of trains run.	Percentage of trains arriving 10 minutes late to number of trains run.	Percentage of trains arriving right time or less than 10 minutes late to number of trains run (Column 2 + Column 3).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
1	2	3	4	5	6	7	8
Broad Gauge.							
February 1927 . . .	73·6	15·4	89·0	77·9	84·4	97·5	83·7
January 1928 . .	**77·8**	**12·5**	**90·3**	**80·6**	**87·1**	**96·9**	**87·3**
Metre Gauge.							
February 1927 . . .	68·2	13·4	81·6	72·2	77·1	93·8	89·1
January 1928 . .	**65·6**	**12·1**	**77·7**	**72·6**	**75·7**	**87·5**	**75·7**

The heavy programmes of renewals of permanent way and improvement schemes make it by no means an easy matter to keep trains to time but every effort is made to foresee the effect of such works and allow sufficient time in the time tables without lowering the average speed. It is therefore inter-

esting to compare the average through speed (miles per hour) of passenger trains:—

Year.	Train miles per train engine hour.	
	Broad Gauge.	Metre Gauge.
1925-26	19·5	16·1
1926-27	19·9	16·2
1927-28	**20·1**	**16·3**

53. Bombay Electric Services.—The electrification of the Local and Suburban Sections of both railways which serve Bombay has been practically completed.

Bombay, Baroda and Central India Railway.

The section Colaba to Borivli (23 miles) on the Bombay, Baroda and Central India Railway was opened for a regular passenger service on 5th January 1928 by His Excellency the Governor of Bombay. A total of 120 electric coaches were received in India during the year of which 15 four coach train units had been put into service up to 31st March 1928 and one train unit was on trial running. These trains ran 171,269 unit train miles during the year. The training of motormen made good progress, 34 locomotive drivers and firemen being passed out and certified as competent. The overhead equipment and rail return circuit for electric traction service between Mahim Junction and Bandra was maintained throughout the year in good working order. Power on this section for all Great Indian Peninsula Railway trains running between the junction and Bandra was supplied from the Bombay, Baroda and Central India Railway sub-station at Bandra from 21st December 1927.

Great Indian Peninsula Railway.

No new sections were opened during the year, the sections worked being Victoria Terminus to Thana *viâ* Main line and to Kurla and Bandra *viâ* Harbour Branch. As a result of three more 4 car units being put into traffic an increase in the electric train service was effected from 1st September 1927. There were no breakdowns in the sub-stations and no failures on the 22,000 volt feeders. A certain amount of trouble has been experienced with gear wheels and pinions and traction motor armatures but otherwise the operation has been generally satisfactory, the difficulties which have occurred being such as must be expected in service and as are usual in electric traction equipment operating under similar conditions. Further improvements in the maintenance of the equipment should result when the new car shed at Kurla is completed and the repairs and inspection of equipment can be carried out under the improved conditions which will be available in the new shed.

The following statement shows the traffic carried by Great Indian Peninsula Railway electric trains and the earnings therefrom for the last 3 years:—

Year.	No. of passengers.	Earnings.
		Rs.
1925-26	4,844,244	3,17,755
1926-27	16,220,076	13,10,889
1927-28	**27,360,690**	**21,26,667**

It should however be borne in mind that the electrified area differed in each year as follows:—

3rd February 1925	The through electric route was opened between Victoria Terminus and Kurla *viâ* Harbour Branch.
3rd February 1926	The electric service was opened to Bandra.
21st June 1926	The electric service was opened to Thana *viâ* Harbour Branch.
1st November 1926	The electric service was opened to Thana *viâ* Main line.

The Off Loading of Coaching Stock at Alexandra Docks

54. Road Motor Competition.—The position regarding road motor competition has not materially changed since it was described in last year's report, although reports from many parts of the country show that, where roads short circuit or run parallel to railway lines, encroachment on short distance railway passenger traffic is steadily increasing. The following is a brief account of the position on different railways :—

Assam Bengal Railway.

Except in the tea gardens districts road motors are not seriously competing with passenger traffic. In the tea districts, however, the planters practically only use the railway for long distance journeys preferring to use their motor cars for short distances even if the roads are bad. On this account short distance upper class passenger traffic has fallen off.

In other parts of the system motor cars and buses have actually helped the passenger traffic of the railway by carrying people to the stations.

Bengal Nagpur Railway.

Motor bus services have set up an appreciable competition for passenger traffic on certain sections of the line, particularly on the sections Midnapur-Garbetta, Vishnupur-Bankura, Purulia-Thulin, Chaibasa-Chakardharpur, Nagpur-Khapa and Nagpur-Umrer and Mandla Fort-Jubbulpore. Vigorous efforts, which met with a considerable amount of success, were made to counteract this competition by the introduction of more suitable train services and by utilising Sentinel-Cammell coaches. On the Purulia-Thulin and Nagpur-Khapa sections, the introduction of Sentinel-Cammell coach services resulted in the bus services being stopped. On the Nagpur-Umrer section the introduction of special third class two-day return tickets at reduced fares between these points in conjunction with the use of a Sentinel-Cammell coach has had the effect of increasing the earnings and attracting more passengers to the Railway.

Bombay, Baroda and Central India Railway.

The following sections have been severely hit by this competition :—

Broach-Jambusar Railway.

Nadiad Kapadvanj Railway.

In certain cases the railway has been able to regain the traffic by providing additional train services, but generally speaking the most effective means of doing so appear to be the employment of light and economical power units. The requirements of such units for the broad and narrow gauges have now been estimated and the needs of the metre gauge are under examination.

Burma Railways.

The decrease of 7,720 first class suburban passengers compared with 1926-27 is said to be due to the cheapness of motor cars and motor cycles. The steady decrease in third class suburban traffic, amounting to a drop of 391,590 passengers in 1927-28, is due to the strong competition of trams and motor buses. The number of buses is said to be increasing rapidly.

Darjeeling Himalayan Railways.

It is estimated that this Railway, which has been especially hit by motor competition on the road running parallel to the Railway, has lost about half of its upper class passengers and 25 per cent. of the third class traffic, or a loss in earnings of between Rs. 300 to Rs. 500 a day.

Eastern Bengal Railway.

Motor buses and motor lorries run in connection with this Railway on the following sections :—

Motor Buses—

Budge Budge-Calcutta.
Dacca-Narayanganj.
Murshidabad-Beldanga.
Purnea Court-Kishenganj.
Phultala-Khulna.

Motor Lorries—

Mogra Hat-Calcutta.

On the Budge Budge-Calcutta and Dacca-Narayanganj sections, which have suffered the most, the loss is estimated at Rs. 3,000 and Rs. 4,500 per mensem respectively. To counteract the effect of the motor bus competition additional trains have been arranged on the following sections :—

Calcutta-Budge Budge	. . . . .	2 trains	each way.
Phultala-Khulna	. . . . .	1 train	,, ,,
Daulatpur-Khulna	. . . . .	4 trains	,, ,,
Narayanganj-Dacca	. . . . .	3 trains	,, ,,
Kishenganj-Katihar	. . . . .	1 train	,, ,,
Calcutta-Barrackpore	. . . . .	2 trains	,, ,,

The steps taken to counteract the effects of the motor bus competition on the Dacca-Narayanganj section have proved beneficial inasmuch as, prior to the introduction of Sentinel trains, the earnings from single tickets averaged Rs. 9,116 per month for six months and subsequent to the introduction of the Sentinel trains the earnings averaged Rs. 10,645 per month for a similar period. So far as Calcutta suburbs are concerned the only real and effective solution of the problem appears to be the electrification of the Calcutta suburban railways.

Two Sentinel trains, one broad gauge and one metre gauge, consisting of one Sentinel tractor and three third class four wheeled carriages were introduced last year as an experimental measure. These trains have not proved suitable owing to the tractor not being powerful enough to take any additional coaches. It is considered that a light tank engine capable of hauling 8 or 9 four wheeler vehicles is the type that would meet requirements. This type of engine would admit of an experimental train being run with a load varying from one to eight or nine vehicles and as soon as the traffic is sufficiently developed it could be replaced by a regular train.

East Indian Railway.

Competition with road motor transport companies was keenest on the following sections of the line :—

Section of Line.	Mileage affected.
	Miles.
Howrah-Bally	6
Bally-Serampore	7
Dhanbad-Katrasgarh-Phularitand-Jamuniatand . .	16
Dhanbad-Jherriah-Pathardihi	10
Moradabad-Gajraula-Chandpur-Siau	55
Moradabad-Raja-ka-Sahaspur-Sambhal Hatin Sarai . .	30
Balamau-Auhadpur	31
Cawnpore-Lucknow	46
Hardwar-Rikhikesh	15

In the Calcutta suburban area although motor buses continue to attract a large number of passengers there is no marked increase in the number of

passengers carried by them. An arrangement has been made with the Calcutta Tramways Company by which rail-cum-bus monthly tickets are issued as a means of competing with the road motor services.

The Katrasgarh-Phularitand rail omnibus service which commenced running from 1st December 1926 was extended to Dhanbad from 1st August 1927 and from Phularitand to Jamuniatand from the 12th December 1927. A similar service was inaugurated on the Dhanbad-Jherriah-Pathardihi section from 1st August 1927. The figures indicate that satisfactory progress is being made in attracting passengers to the rail route.

Competition from motor buses between Lucknow and Cawnpore has scarcely had any effect on the railway earnings, a state of affairs which is attributable to the week end and return fares in force on the railway. Intensive motor competition is being encountered on the Hardwar-Rikhikesh line. On completion of the necessary stock it is intended to put rail buses in service on this section.

Great Indian Peninsula Railway.

The competition with road motors is confined with one exception to short distance traffic. The exception is with traffic between Nasik and Poona. In this case the rail route is circuitous, being 170 miles against the road route of 130 miles. There are indications that the bus services competing against the railway over moderate distances have gained ground. The measures taken to meet the competition are to improve the services and to introduce competitive fares.

On the narrow gauge there has been keen competition by bus services especially in the area served by the Central Provinces Railways and the earnings have been seriously affected. The roads in the area are good and in some cases short circuit the railway. The introduction of road services has created a demand for more frequent and conveniently timed services than have been provided in the past and the matter has been taken in hand by improving the train services and charging competitive fares.

Madras and Southern Mahratta Railway.

The effect of road motor competition continues to be felt more particularly in the neighbourhood of Madras on the Bezwada-Masulipatam section and on the section between Belgaum and Poona. Until the advent of motor competition, places on the coast such as Karwar and Vengurla were served by the railway line running down the Ghats to Mormugao, whence the journey was completed by sea. Motor buses now afford a more direct route and a quicker service than can be given by the combined rail and sea routes.

His Exalted Highness the Nizam's Guaranteed State Railways.

This railway states that road motor vehicles are not competing with the long distance trains, but the suburban services are feeling the competition of motor buses. Additional facilities are being provided for the suburban traffic.

North Western Railway.

Severe competition from road motor buses is reported on sections where metalled roads run parallel to the railway. To counteract the effects of this competition special attention has been given to the question of augmenting passenger train services. 52 additional passenger trains and 48 short distance shuttle services have been put on during the year and timings of trains have been improved.

The number of passengers carried during the year fell by 900,000 as compared with the previous year. Passenger earnings, however, were maintained practically at the same level in spite of the reduction in numbers carried, the reason being that the average distance travelled shows an increase in each class.

Rohilkund and Kumaon Railway.

Keen competition still exists on the Bareilly-Kathgodam road, where the number of buses working has greatly increased though it is certain that not more than 25 per cent. pay their way. Motoring from considerable distances to the Kumaon hill stations is becoming increasingly popular and it is not possible to compete with this traffic as the motor cars are brought up for use in the hills.

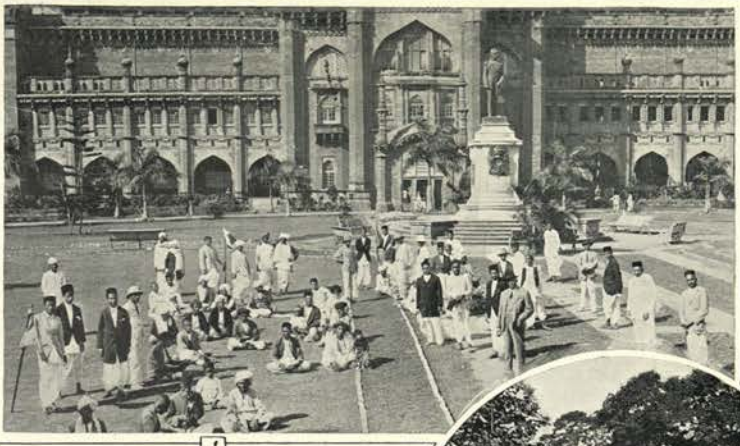
South Indian Railway.

First class traffic shows a progressive decline both in numbers and in earnings due to the more extended use of motor cars by private owners. The effect of motor bus competition is also being felt by the South Indian Railway in common with other railways and although every effort is being made to regain the traffic by running rail motors and introducing additional train services the result has not been entirely effective. The sections of the line that have been more or less severely hit by competition of motor buses are the Quilon-Trivandrum section of the Travancore Railway, the Tinnevely-Tiruchendur Railway, the Pondicherry Railway, and the Coonoor-Ootacamund section of the Nilgiri Railway, not to mention various small sections of the main line. The position is being carefully watched and all that is possible is being done to combat the competition. At the same time in other places the development of motor traffic has assisted the railway in that motor buses are running as feeders to the railway.

55. Imperial Indian Mail, Punjab Limited and P. & O. Express.— In last year's report it was mentioned that a new standard of travel in India was instituted in November 1926 by a weekly service between Bombay and Calcutta in connection with the English Mail steamers. The Imperial Indian Mail, as the train is called, is a joint service of the East Indian and Great Indian Peninsula Railways. The popularity of the train has been firmly established, and during the seasonal months the accommodation has been filled to capacity. The special features of this train are the provision of a parlour car, a compartment for luggage wanted on journey, bedding, the services of an experienced conductor and staff and high class catering. The train is vestibuled throughout, giving passengers access to all parts without the necessity of waiting for station halts. Accommodation is provided for 32 passengers, in 14 two-berth and 4 single-berth compartments. Seven of the two-berth compartments have two lower berths and the remainder a lower and an upper berth. The additional floor space in the latter compartments enables two easy chairs to be provided. The exterior of the Imperial Indian Mail is finished in cream and gold, and the service as a whole compares favourably with the finest luxury train service provided by any railway in the world.

The great success of this train has naturally led to the introduction of similar services between Bombay and the north of India *viâ* Delhi, and from October 7th, 1927, a special train called " The Punjab Limited " was inaugurated by the Great Indian Peninsula Railway for the benefit of overseas passengers travelling between Bombay and the Punjab. The train accommodates 48 passengers, each compartment having 3 berths, two lower and one upper, with an upper shelf for luggage. A cane easy chair and carpets are provided in each compartment. The services of a train conductor are placed at the disposal of passengers, and bedding, blankets and pillows are provided at a cost of Rs. 5 per journey. The Punjab Limited is painted cream with gold lettering, and a special feature of the service lies in the accelerated timings. The journey from Bombay to Delhi is accomplished in 27 hours 15 minutes. The latest type of dining car, with special fittings such as bracket table lamps with silk shades, etc., is attached to this service.

From the same date the Bombay, Baroda and Central India Railway introduced, in conjunction with the North Western Railway, a new weekly train for first class long distance passengers and mails between Bombay and



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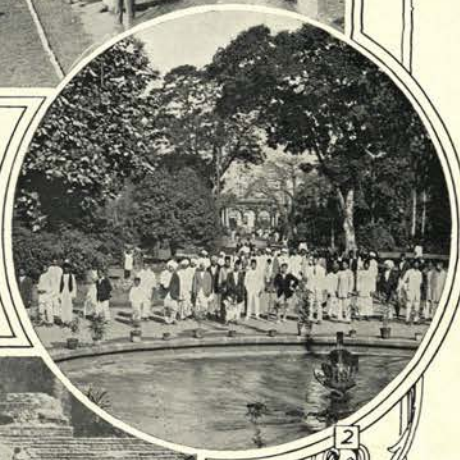

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1. In front of the Prince of Wales Museum Bombay (G.I.P.R.)
2. In the Victoria Gardens, Bombay (G.I.P.R.)
3. A Party at Lucknow (E.I.R.)
4. A Group in Front of the Tour Special (E.I.R.)

Peshawar connecting with the outward mail steamers at Ballard Pier. This train reduced the time of the journey to Delhi and the Punjab as under :—

—	Previous time.	New time.	Difference.
	Hrs. Mts.	Hrs. Mts.	Hrs. Mts.
Delhi	27·50	23·50	4·00
Lahore	30·5	32·0	7·5
Peshawar	51·55	42·35	9·20

With the close of the outward season, second class and local (1st and 2nd class) passengers were also carried on this train. The performance of this train has been uniformly excellent and has been freely commented on by the Press both in India and in England. On two occasions, when the mail steamer has been late, the run between Bombay and Delhi has been performed in 21 hours, or at an average speed of 41 miles per hour for the 865 miles. The running of this train has given a delivery of the English mails a day earlier in Delhi and in most places in the Punjab. From 1st September 1928 a new train, " The Frontier Mail ", will run daily from Bombay to Peshawar to approximately the same timings.

56. Lower Class Tourist Cars.—During the year under review the question of providing additional facilities for the special convenience of pilgrim and marriage parties has been engaging the attention of railways in India. The South Indian Railway has, as an experiment, provided a third class metre gauge tourist car for the purpose. This car provides accommodation to seat 56 and sleep 28 passengers and is provided with a kitchen, dining room, separate baths and lavatories for men and women. The East Indian Railway have two broad gauge cars under construction and the North Western Railway will have a similar one available for traffic next year.

57. Kumbh Mela, 1927.—This exceptionally large mela in the spring of 1927 occurs once in 12 years at Hardwar and, although there are melas every year and a large mela half way between each Kumbh mela, yet the number of pilgrims visiting Hardwar at any of these melas does not approach the number attending the Kumbh mela. The total number of inward and outward passengers carried by rail between March 12th and April 21st 1927 was 356,473 and 335,728 respectively which necessitated the running of 143 inward and 206 outward special trains. Hardwar is situated on a branch line and both the branch and the adjoining main lines are single track. The normal traffic to and from Hardwar can be quite easily carried on a single line and the expenditure which would be incurred in doubling the track merely for the Kumbh Mela traffic once in 12 years would not be justified. To ensure that there should be no hitch in the running of such a large number of trains on a single line section very careful preparations were made by the East Indian Railway beforehand, such as, the installation of train control at Hardwar, the building of extra mela platforms and other facilities at Hardwar, the increase of facilities, such as extra crossing stations on the sections Hardwar-Lhaksar and Lhaksar-Saharanpore, careful selection of staff and the issue of detailed instructions to all the staff concerned. The traffic was worked by means of the " Flow " system under which trains run in one direction only for certain definite periods during the 24 hours. The 24 hours were divided into four periods, 7 to 11 hours, 11 to 15 hours, 15 to 23 hours, and 23 to 7 hours. Specials were despatched from Hardwar one after the other from 7 to 11 hours and again from 15 to 23 hours, while empty trains were worked in from 11 to 15 hours and from 23 to 7 hours.

All necessary steps were taken in conjunction with the Civil authorities to prevent overcrowding and to secure the convenience of passengers by

the appointment of additional supervising and other staff, medical and sanitary arrangements, drinking water, refreshment and waiting rooms and other measures. It is specially worthy of note that no goods wagons were used during the whole period for the carriage of passengers. The public press were unanimous in praising the railway arrangements. Many of the pilgrims thanked the officials on the spot, while important bodies like the Chief Khalsa Diwan passed resolutions placing on record their appreciation of the facilities provided by the Railway.

58. Working of the Wagon Pool.—The broad gauge wagon pool continued to function satisfactorily during the year under review. The busy season commenced earlier than usual, and from the beginning of December demands for wagons were heavy. During the period from 1st December 1927 to 31st May 1928 about 2,382,376 wagons were loaded, or an increase of about 193,564 wagons over the corresponding period of the previous year.

Some difficulty was experienced during the winter in meeting demands for open wagons on the Bengal Nagpur Railway. The demands for this type of wagon have increased very considerably of late owing to the development of mechanical loading in the coalfields for which covered wagons are unsuitable. Up to the present time railways have been permitted to equalize at junctions of interchange with any type of wagon, but it will probably be necessary in the future to maintain a separate control over open and covered wagons to ensure a fair distribution of the former.

In the report for 1926-27 reference was made to the method adopted for the division of hire charges. Under this method, a railway paid hire only on such debit balance as was incurred to meet its traffic requirements, and this hire was divided among other railways which at the time had no debit balance, in proportion to the stock they owned. This arrangement worked well enough so long as the supply of wagons was in excess of the demand, but has not proved equitable when the demand for stock approximates to the total stock available. In the latter case it has been found that certain railways receive a larger credit for hire than they are entitled to, although they may not be in a position to lend more wagons if called on to do so. To remove this anomaly, the Operating Committee for Interchange decided that from the 1st January 1928 the amount of hire available should be divided among railways to whom credit was due in proportion to their credits. It has not been easy to find an equitable method of dividing hire charges when the supply of wagons is in excess of the demand, and the existing arrangement may therefore be considered as tentative.

The system of neutral control of wagon examination at junctions under the Director of Wagon Interchange was continued at the stations at which it was in force in 1926-27, but was not extended, as proposals for alterations and modifications of the scheme were under consideration. A further decrease has taken place in the average debit per wagon interchanged as the following table shows :—

Nine months ending March 1927.			Nine months ending March 1928.		
No. of wagons interchanged.	Total of bills for damages and deficiencies.	Average debit per wagon.	No. of wagons interchanged.	Total of bills for damages and deficiencies.	Average debit per wagon.
	Rs.	Rs.		Rs.	Rs.
5,57,062	41,04,514	7·4	**5,77,288**	**14,12,139**	**2·4**

This reduction is partly due to a revision of the rules for train examiners under which wagons which were formerly accepted and charged for are now rejected, and partly to a general improvement of the condition of wagon stock.

New Loco Office at Perambur

With effect from November 1st, 1927, the offices of Director of Wagon Interchange and Secretary, Indian Railway Conference Association, were amalgamated under one officer designated General Secretary.

59. Coal Department.—In 1927 the coal mined in British India amounted to 21,108,976 tons against 20,093,024 tons in 1926 or an increase of 1,015,952 tons.

The total quantity of coal carried from the main Coal-fields in India by Railways was as follows :—

	Tons.
Umaria	55,762
Singareni	341,398
Pench Valley	505,913
Bengal, Behar and Orissa Coal-fields	21,003,387
TOTAL	21,906,460

Of this amount the East Indian and Bengal Nagpur Railways despatched 21,670,145 tons—the East Indian Railway 14,279,284 tons and the Bengal Nagpur Railway 7,390,861 tons.

Including bunker coal, shipments from the Port of Calcutta to Indian and Foreign Ports during 1927-28 amounted to 3,412,957 tons, of which 584,570 tons was on account of Indian Railways and 208,363 tons for Ceylon Railways or a total of 792,933 tons as compared with 414,246 tons in 1926-27.

The State Railway's Coal Department inspected 5,498,539 tons of coal during 1927-28 as compared with 6,578,378 tons in 1926-27.

Railway Collieries.—The total output from the principal railway-owned collieries was as follows compared with the previous year :—

Name of colliery.	Owned by	Total output in tons.		Distribution in 1927-28 (*in* tons).					Sales and consumption at Colliery.
		1926-27.	1927-28.	E. I. R.	B. N. R.	E. B. R.	G. I. P. R.	N. W. R.	
Bokharo Ramgarh.	E. I. & B. N.	652,068	989,727	482,317	486,337	...	...	...	20,573
Kuhurbaree and Serampore.	E. I. . .	755,319	777,250	460,121	... .	...	...	...	315,389
Bhurkunda .	State . .	8,048	39,543	...	...	...	...	39,543	...
Kargali . .	State . .	678,514	885,686	139,300	...	149,568	590,710	...	6,108
Sawang . .	E. I. & B. N.	56,427	112,900	96,603	4,130	...	...	...	11,767

Kargali.—(*a*) *Central Power Station.*—The trouble with the Stokers is not yet over and the matter is in the hands of the Consulting Engineers. The East Indian and Bengal Nagpur Railway's Joint Bokharo Colliery started taking current during the year. The Joint Jarangdih Colliery is also taking current.

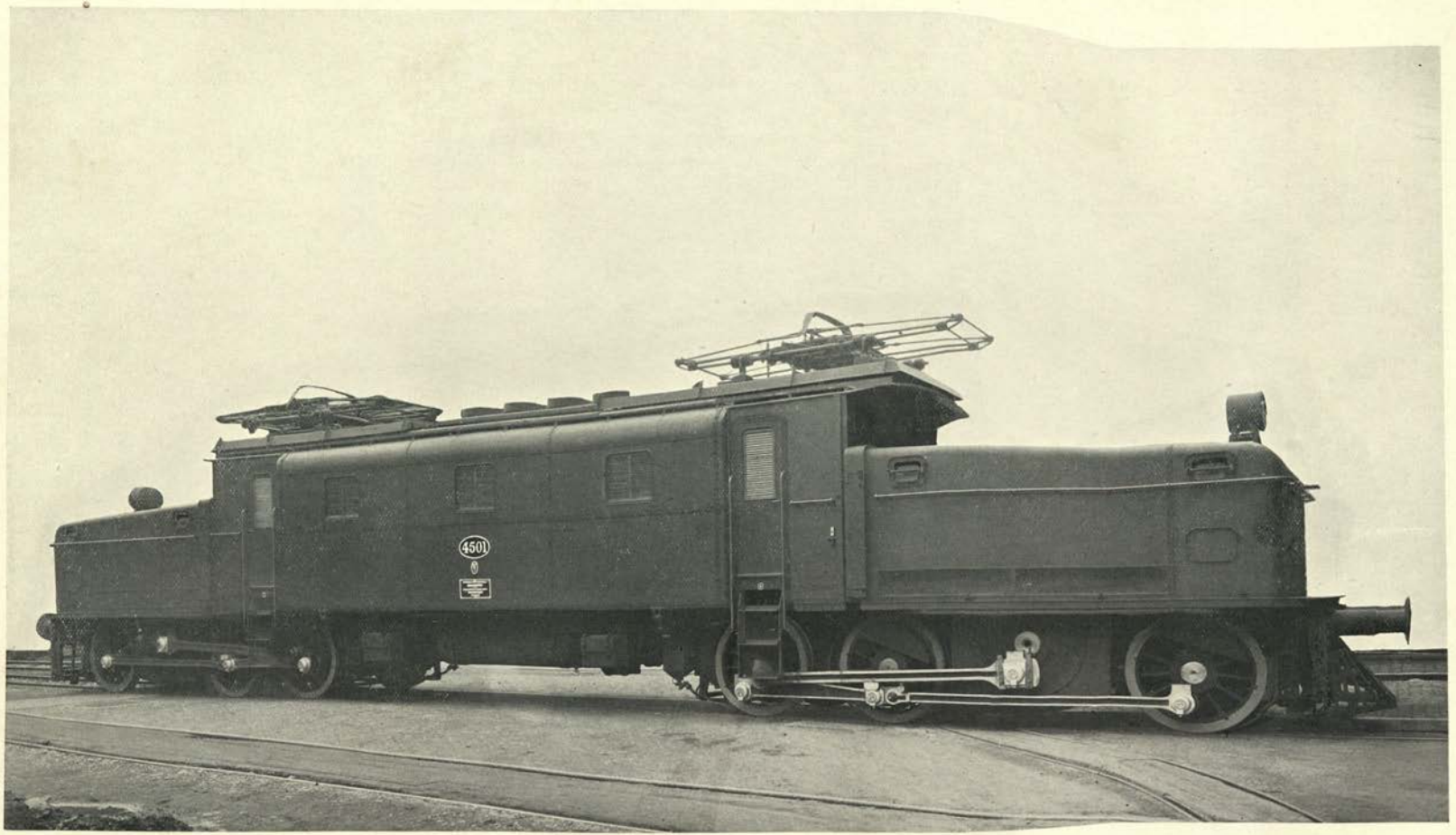
(*b*) *Colliery.*—The working of this Colliery has been very satisfactory. The whole of the broad gauge line in the quarry was re-aligned twice during the year without any loss of output. The Electric Pumps were in use during the monsoon and the Steam Pumps were dispensed with. The raising and despatching of coal from the shaft working was commenced in November and both electric winding engines are now in use. This Colliery may now be said to be completely electrified.

Mohpani.—The Colliery was finally closed down during the year and the property made over to the Civil Authorities.

Bhurkunda.—Development work underground is proceeding satisfactorily. The Colliery commenced despatches to the North Western Railway from June 1927.

The Power House has been completed and by the end of the year it is hoped that all Steam Engines and Pumps will have been dispensed with.

60. Revised General Rules for working Open lines of Railways.—In 1925 a Committee was appointed to examine and recommend necessary modifications in the General Rules for working open lines of Railways in India. The draft revised rules drawn up by the Committee were then circulated to Railways for remarks and criticisms. On receipt of these Lt.-Col. C. J. Clarke, Senior Government Inspector of Railways, was placed on special duty to consider the suggestions of the various Railways and the recommendations of the Committee. The redrafted rules were then considered by the Railway Board and the revised rules were issued in December 1927 with a view to bringing them into force with effect from the 1st January 1929.



Goods Electric Locomotive

CHAPTER V.

ROLLING STOCK AND MATERIALS.

61. Additions to equipment.—The equipment and the net additions to equipment of Indian Railways during 1927-28, are tabulated in summaries Nos. VIII and IX in Volume II of this Report. The details for individual lines will be found in statements Nos. 10,11,33 and 34.

During the year the following rolling stock, including arrears brought forward from previous years, was on order for broad and metre gauge railways respectively :—

Item.	Broad gauge.	Metre gauge.
Locomotives	172	174
Coaching stock	2,415	1,163
Goods stock	2,770	4,391

The numbers of these actually placed on the line by the end of the year were as follows :—

Item.	Broad gauge.	Metre gauge.
Locomotives	54	64
Coaching stock	1,399	695
Goods stock	2,467	3,671

The numbers of coaching and goods stock are stated in terms of four wheeler units, a bogie being reckoned as two four-wheelers. These figures shown as placed on the line in the course of the year, do not, however, represent the actual net additions to rolling stock as they include also stock built in replacement of existing engines and vehicles which had reached the end of their useful life.

For instance, no broad gauge Locomotives were obtained as additions and the number of broad gauge locomotives at the end of the year was 290 less than at the beginning so that 344 were scrapped during the year, 54 of them being replaced with new ones. On the metre gauge, 24 out of the 64 new locomotives were additions, the rest being replacements. The policy of replacing older engines of low tractive effort by modern engines of higher tractive effort was continued and the average tractive effort per engine rose in the course of the year from 21,717 lbs. to 22,422 lbs. on the broad gauge and from 12,530 lbs. to 12,919 lbs. on the metre gauge.

For some years it has been the practice of the Railway Board to judge demands for additional or more powerful locomotives, submitted by Railways, by statistics and formulæ specially devised for this purpose. Moreover, certain railways have already introduced methods by which it is hoped successfully to utilise locomotive power more intensively than has been possible in the past, in order to reduce the number of engines required and this subject was brought specially to the notice of Agents in March 1928. A Committee appointed by the Indian Railway Conference Association also has this subject under consideration and it is hoped that their report will be submitted towards the end of 1928. If these proposals materialise and their large scale adoption proves practicable, large economies in outlay on locomotives and plant required for their maintenance will be made possible.

Coaching vehicles.—1,474 units of old type broad gauge carriages were replaced during the year by modern vehicles of higher capacity, with the result that 2,219 intermediate class seats and 23,154 third class seats were added to the broad gauge seating accommodation during the year. On the metre gauge there was an increase of 497 seats in the 1st and 2nd class, 356 in the Inter class and 13,407 in the 3rd class

Wagons.—It was explained in last year's report that the question of wagon requirements had been carefully reviewed by the Railway Board in 1926-27, in the light of improved methods of working and organisation, aided by the large sums of money which had been made available in recent years. As a result of this examination the conclusion was arrived at that none of the broad gauge systems would require any additional general service wagons in 1927-28, nor probably in 1928-29, so far as could be foreseen, and further that on most broad gauge railways it would be possible to scrap without replacement a number of old general service wagons of obsolete types, which otherwise would have been renewed. The effect of this policy has been that 4,569 wagons were scrapped during 1927-28, 2,467 of them only being replaced. There was thus a net reduction of 2,102 in the number of broad gauge wagons during the year although at the same time due to replacement of certain old types of vehicles by vehicles of larger capacity there has been a slight increase in the total tonnage capacity of 1,008 tons.

On the metre gauge 1,767 wagons were added during the year representing an increase in capacity of 24,555 tons.

62. Standardization of Locomotives.—Out of the 8 new types of Broad and Metre Gauge locomotives referred to in last year's Report* and included in the original trial orders, XB and XD types (Broad Gauge) and YD types (Metre Gauge) were placed in service during the latter part of the year. The preliminary trials of each of these three types gave every satisfaction. The designs for the remaining five types were completed, and trial locomotives of four types are expected to arrive in India during the first six months of the year 1928-29.

The Locomotives Standards Committee met twice during the year and decided upon three further types of locomotives, including

1 Broad Gauge, 4 cylindered, 28 ton axle load, goods locomotive,

1 Broad Gauge, small tank locomotive, intended for short distance passenger service,

and 1 Metre Gauge small tank locomotive for similar service.

At the close of the year, 8 Broad Gauge, 4 Metre Gauge and 2 Narrow Gauge standard types of locomotives were on order.

63. Standardization of Rolling Stock.—Progress has also been made with the design of the Indian Railway Standard Broad and Metre Gauge wagons and Coaching underframes during the year.

Pattern Broad Gauge wagons of three types and pattern 68′ 0″ Broad Gauge coaching underframes were received. The designs for other types are well advanced and pattern vehicles of all the Broad and Metre Gauge Standard types originally proposed are expected to arrive in India during the next twelve months.

Three further types of Broad Gauge wagons, a Broad Gauge four-wheeled coaching underframe and one Metre Gauge wagon were decided upon during the year and orders were placed for the necessary pattern vehicles for these types together with pattern vehicles for the original 2′ 6″ gauge standard types.

Designs for standard Broad Gauge lower class coaching bodies of the following types were finally approved during the year under review :—

Bogie III Class.
,, Inter and III.
,, Full Inter.
,, III Luggage and Brake.

Designs for standard Broad Gauge bodies for Horsebox, Motor Van, Goods Brake Van and a Metre Gauge Goods Brake Van were under preparation in India at the close of the year. The design and construction of

* NOTE :—
Broad Gauge Standard locomotive types XB, XD, XC, XE and XA.
Metre Gauge Standard locomotive types YD, YB and YC.

pattern vehicles for a Broad Gauge standard steel-bodied 4-wheel Motor Van are also being arranged by the Consulting Engineers.

64. Electric Headlights for locomotives.—Out of a total of 3,352 locomotives working mail, passenger and mixed trains, 2,785 had been equipped with headlights at the end of March 1928. The Railway Board are now considering the advisability of making the provision of electric headlights compulsory on all train engines.

65. Supply of Rails and Fishplates from indigenous sources.—A new contract for the supply of the State and Company managed railways requirements of rails and fishplates for a period of seven years was entered into with Messrs. The Tata Iron and Steel Company. The requirements for the year for which orders were accepted by the Company amounted to 182,389 tons of rails and 6,425 tons of fishplates. At the end of the year the quantities supplied amounted to 169,258 tons of rails and 6,418 tons of fishplates, leaving an undelivered balance of 13,131 tons of rails and 7 tons of fishplates. The balance was carried over into the year 1928-29.

66. Development of the use of Indigenous Timbers for Sleepers and Carriage Building.—Investigations have been continued, with the collaboration of the staff of the Forest Research Institute, Dehra Dun, into the possibilities of the increased use of various indigenous timbers for sleepers and for coach building. Much useful work has been done and more can be done but some years must elapse before definite conclusions can be obtained as to the suitability of all the various species now being tried out.

Five lacs of Himalayan coniferous sleepers, chiefly chir (Pinus Longifolia), were treated during the year in the North-Western Railway sleeper treating plant at Dhilwan in the Punjab. This plant plays a very important part in the sleeper supply of Northern India and has had considerable influence in regulating the price of deodar sleepers. An incising machine for use with fir and spruce sleepers has been obtained. It is expected that the use of this machine will result in the utilization of a larger number of fir and spruce sleepers of which a large supply is available in the Himalayas. Another creosoting plant was under erection during the year at Naharkatiya in Assam. This plant will treat Assam hard woods and is expected to begin work during the cold weather of 1928-29. The Mysore Government have also erected a plant at Bhadravati to treat local hard woods with wood tar creosote. The erection of a plant for the treatment of sal half round sleepers and other hard woods at a station in Orissa on the Bengal Nagpur Railway has recently been sanctioned by the Board. Investigations are also being made for the establishment of a powellizing plant to treat local species on the West Coast in South India.

The Railway Board have sanctioned the erection by the East Indian Railway of a kiln-seasoning plant of the Sturtevant type with an annual capacity of 3,000 tons of converted timber at Lillooah. This plant will be used for kiln-seasoning miscellaneous timbers from India, Burma, and the Andamans, selected by the Forest Economist, Forest Research Institute. The kiln-seasoned timber will be distributed among the four State Railways for carriage building and repair work, and in this way much valuable knowledge will be obtained in the Carriage and Wagon Works of the State Railways concerning the suitability of these timbers.

Meanwhile trials of small lots of some of the more common indigenous timbers for carriage building were continued at the Carriage Shops of many Railways and results are being carefully watched. The timbers selected were :—

from Burma, Tavoy wood,
from the Andamans, Pyinma, and
from India, C. P. teak.

The former was seasoned in the Forest Department kilns at Rangoon and the two latter by the Forest Research Institute at Dehra Dun. A selection was made of mixed Andaman timbers and mixed Burmese timbers for two further coaches to be built during 1928-29. This selection was made when

the members of the Mechanical Section of the Indian Railway Conference Association met at Dehra Dun in February 1927 and were given the opportunity of seeing over the Forest Research Institute and becoming better acquainted with the work being carried on there.

67. Sleeper Pool Committee.—The Sleeper Pool Committee, with the Director, Civil Engineering, Railway Board, as Chairman, and the Timber Advisory Officer to the Railway Board as Secretary, held its annual meeting at Simla in July 1927. The working of the Pool, and the various Groups it comprises, was considered to have been satisfactory. The total numbers of sleepers purchased and distributed were 2,856,523 Broad Gauge, 1,514,813 Metre Gauge and 176,105 Narrow Gauge. The only wooden sleepers imported during the year, to meet special unforeseen demands, were 51,223 Broad Gauge Jarrah sleepers for the Eastern Bengal Railway and 40,417 Metre Gauge Jarrah sleepers for the Assam Bengal Railway. A meeting between the Committee of the Eastern Sleeper Group and representatives of the Governments of Bengal, Madras, Burma, Assam, the Central Provinces, Bihar and Orissa and other States concerned was held at Calcutta in January 1928, to make arrangements for the future supply of, and to fix prices for, sleepers in this area. No definite decision was obtained and the matter is now under the consideration of the Governments concerned and the Railway Board.

68. Stores Standardization Committee.—In Chapter I of this Report reference has been made to the steps which have been taken to reorganise the Stores Department of the State-worked railways and to the appointment of a Stores Standardization Committee. This Committee consists of the Technical Member of the Board and the Controllers of Stores of the four State-worked railways. It held its first meeting in January 1928, when the standard specifications for various classes of iron, steel, and non-ferrous metals, for oils, paints, and lubricants were taken into consideration. It is intended that the Committee shall meet quarterly and that the proceedings of these meetings with the orders of the Board on their recommendations shall be communicated to all railways periodically.

69. Value of railway materials purchased.—The value of stores purchased by Indian Railways in 1927-28 shows a large increase from Rs. 28·03 crores to Rs. 35·87 crores. The principal increases were under Permanent Way (377 lakhs), Rolling Stock (244 lakhs), Electric plant (80 lakhs), Building and Station materials and Fencing (33 lakhs), Tools and Stores (25 lakhs) and Bridge work (15 lakhs). The value of indigenous material fell slightly from Rs. 15·49 crores to 15·16 crores inspite of an increase in permanent way of 21 lakhs, in Tools and Stores of 8 lakhs, and under Building and Station materials and Fencing of 8 lakhs. The fall was due to a decrease of 34 lakhs under the head 'Rolling Stock' and 31 lakhs under 'Other Materials'.

Heading.	Value of imported materials.			Value of indigenous materials.	Total purchases 1927-28.	Total purchases 1926-27.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling-stock	5·76	0·98	6·74	0·49	**7·23**	4·79
Tools and stores	0·99	2·98	3·97	3·94	**7·91**	7·66
Permanent-way	4·42	0·37	4·79	5·61	**10·40**	6·63
Electric plant	1·45	0·91	2·36	0·02	**2·38**	1·58
Building and station materials and fencing	0·30	0·56	0·86	0·33	**1·19**	0·86
Bridge work	0·34	0·15	0·49	0·16	**0·65**	0·50
Workshop machinery	0·43	0·39	0·82	0·01	**0·83**	0·70
Engineer's plant	0·26	0·18	0·44	0·02	**0·46**	0·42
Other materials*	...	0·24	0·24	4·58	**4·82**	4·89
TOTAL	13·95	6·76	20·71	15·16	**35·87**	28·03

* Other materials consist of coal and coke, stone, bricks, lime and ballast, etc.

70. Purchases through the Indian Stores Department.—The purchases by Class I Railways, excluding His Exalted Highness the Nizam's Guaranteed State Railways, through the Indian Stores Department for the years 1926-27 and 1927-28, were as follows:—

	(In thousands of rupees.)	
	1926-27.	1927-28.
Textiles	26,02	**28,12**
Cement	7,31	**14,48**
Creosote	...	**12,58**
Lubricating and other Oils and greases	11,96	**4,63**
Paints and varnishes	2,60	**4,34**
Electric fans, lamps and other electrical stores	2,46	**4,29**
Plant and machinery	6,64	**4,08**
Steel and steel sections including steel spring	8,24	...
Water supply materials	...	**88**
Parts of Rolling stock	75	...
Miscellaneous	1,37	**88**
Total	67,35	**74,28**

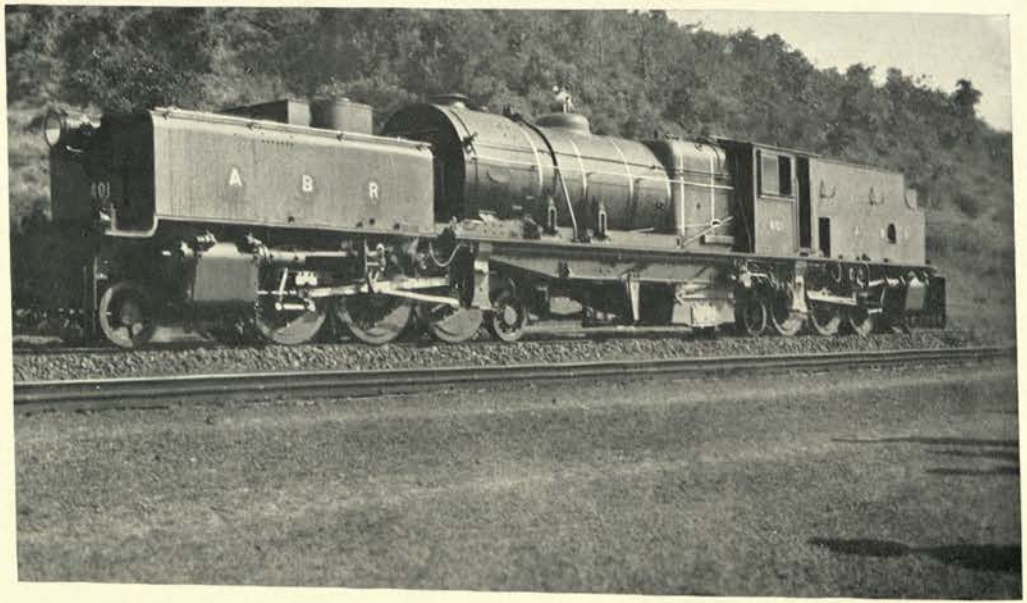
71. Expenditure on the fabrication and manufacture of stores in India.—The statement in paragraph 69 showing the value of stores purchased under principal headings does not, however, take into account the very large expenditure incurred by the railways themselves on subsequent fabrication and manufacture nor the cost of large engineering works carried out '*in situ*'. The following statement shows the approximate expenditure on the fabrication of purchased stores, separate figures being given in the case of stores imported and stores of Indian manufacture or of indigenous origin. These figures are exclusive of the value of the stores used in the fabrication and manufacture or in the engineering works.

	Cost of fabrication and manufacture of stores imported direct or of imported stores purchased in India.	Cost of fabrication and manufacture of stores of Indian manufacture or of indigenous origin.
	(In thousands of rupees.)	
1. Construction of Locomotives	32,04	29,74
2. Construction of Boilers	94	14
3. Construction of coaching stock including underframes	44,41	23,82
4. Construction of Goods stock including underframes	67,73	24,53
5. Construction of spare parts of Locomotives	40,93	28,55
6. Construction of spare parts of Coaching and Goods stock	31,50	28,67
7. Construction of Other Stores	19,31	42,06
8. Work done for other Departments, *i.e.*, departments other than that supervising the workshops	83,72	70,02
9. Engineer's plant	9,95	3,12
10. Permanent way	7,72	40,26
11. Bridge work	9,48	1,60
12. Structural or other engineering works	81,75	22,94
Total	4,29,48	3,15,45

Cost of structural and other engineering works carried out '*in situ*'.

	(In thousands of rupees.)
Bridge work	76,11
Structural and other engineering works	4,34,40
	5,10,51

ASSAM-BENGAL RAILWAY



Garrett Engine

CHAPTER VI.

STAFF.

72. Number of staff.—The total number of employees on Indian Railways and in the Railway Board and other offices at the end of the year 1927-28 was 800,102 as compared with 772,563 at the end of 1926-27. The increase in route mileage during the same period was 699 miles. The following table shows the number of employees by communities on 31st March 1927 and 1928:—

Year.	Europeans.	Statutory Indians.					Grand Total.
		Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	
1926-27 . .	5,076	558,764	170,018	14,352	24,353	767,487	772,563
1927-28 . .	**5,110**	**573,901**	**179,262**	**14,374**	**27,455**	**794,992**	**800,102**

73. Cost of staff.—The following statement shows the cost of staff employed on Class I Railways during the years 1926-27 and 1927-28:—

Railway System.	1926-27.	1927-28.
	Rs.	Rs.
Assam Bengal	58,13,675	**63,39,743**
Bengal and North-Western .	71,11,372	**72,82,815**
Bengal Nagpur	2,77,16,540	**3,01,06,532**
Bombay, Baroda and Central India	4,39,14,424	**4,58,89,057**
Burma	1,52,35,564	**1,61,96,893**
Eastern Bengal	2,44,66,745	**2,56,07,927**
East Indian	6,53,76,520*	**6,76,49,730**
Great Indian Peninsula . .	5,84,93,346	**5,76,62,205**
Jodhpur	24,51,578	**26,29,419**
Madras and Southern Mahratta .	2,43,14,075*	**2,50,65,117**
Nizam's Guaranteed State .	54,86,340	**55,01,479**
North-Western . . .	6,29,39,027*	**6,73,40,471**
Rohilkund and Kumaon . .	17,27,683	**17,04,378**
South Indian	1,83,05,534	**1,93,45,913**
Total .	36,33,52,423*	**37,83,21,679**

These figures of cost include not only the total pay of the staff but their allowances (except travelling allowances), gratuities and provident fund bonuses. With the exception of the Great Indian Peninsula and Rohilkund and Kumaon Railways all Railways show an increase in expenditure on staff in 1927-28, which is attributable to the large construction programme and to ordinary increments in the time scale of pay.

74. Recruitment and training of officers.—The regulations for the recruitment and training of officers in India for the Indian Railway Service of Engineers, the Transportation (Traffic) and Commercial Departments; and the Mechanical Engineering and Transportation (Power) Departments were

* Revised figures.

revised in form and republished. Regulations for the recruitment and training in India of officers for the Electrical Engineering and Signal Engineering Departments were incorporated in the Regulations for the Mechanical Engineering and Transportation (Power) Departments.

Six vacancies in the Indian Railway Service of Engineers and seven in the Transportation (Traffic) and Commercial Departments were filled during the year under these regulations. The quota committees formed by Provincial and Local Administrations nominated 88 candidates to appear for the two competitive examinations.

Towards the close of the year arrangements were started for the selection of the first batch of special class apprentices for the Mechanical Engineering and Transportation (Power) Departments under the new regulations.

The Board have under preparation a scheme for the recruitment and training in India of officers for the State Railway Coal Department and also regulations for the recruitment in India of Medical officers for State-managed railways.

It has also been considered whether any special arrangements are necessary for the recruitment of engineers for the Bridge Department of State railways. As the practical work in connection with bridges, including construction and erection, can be performed by officers of the Civil Engineering Department who have to deal constantly with problems of bridge maintenance and erection, and as the number of specialist Bridge Engineers, required for designing bridges and devising methods for girder strengthening, is small, the Railway Board have come to the conclusion that no special scheme of recruitment is required.

75. Indianisation.—The following statement shows by Class I Railways the number of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed Railways on 1st April 1928 as compared with 1st April 1927. Full details of the numbers by departments will be found in Appendix F which also contains similar information relating to subordinates on scales of pay rising to Rs. 250 per mensem and over.

Statement of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

Name of Railway.	1st April 1927.							1st April 1928.							Increase +, Decrease −						
		Statutory Indians.							Statutory Indians.							Statutory Indians.					
	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.
A. B.	53	10	3	6	...	19	72*	53	11	4	7	...	22	74	−1	+1	+1	+1	...	+3	+2
B. N.	162	28	5	12	...	45	207	153	35	5	16	2	58	217	−3	+7	...	+4	+2	+13	+10
B. & N. W.	61	5	...	...	...	5	66	64	5	...	1	...	6	70	+3	...	...	+1	...	+1	+4
B., B. & C. I.	148	21	1	10	15	47	195	140	21	2	11	15	49	189	−8	...	+1	+1	...	+2	−6
Burma	94	4	...	14	6	24	118	96	7	1	10	6	24	120	+2	+3	+1	−4	...	...	+2
E. B.	78	36	3	11*	4	54*	132*	84	37	5	16	5	63	147	+6	+1	+2	+5	+1	+9	+15
E. I.	226	60	15	55	6	136	362	213	74	17	56	7	154	367	−13	+14	+2	+1	+1	+18	+5
G. I. P.	192	25	6	15	9	55	247	190	28	4	14	10	56	246	−2	+3	−2	−1	+1	+1	−1
M. & S. M.	128	30	...	7	3	40	168	125	20	1	9	3	33	167	−3	−1	+1	+2	...	+2	−1
N. W.	201*	78*	21	21*	6*	126*	327*	186	84	21	24	12	141	327	−15	+6	...	+3	+6	+15	...
R. & K.	12	2	1	..	...	3	15	11	2	1	...	...	3	14	−1	...	...	...	...	...	−1
S. I.	105	40*	2	4	3	49*	154*	102	43	2	5	1	51	153	−3	+3	...	+1	−2	+2	−1
Railway Board and Miscellaneous officers.	56*	10*	1	11*	2*	24*	80*	63	8	2	13	1	24	87	+7	−2	+1	+2	−1	...	+7
Total	1,516*	349*	58	166*	54	627*	2,143	1,485	384	65	182	62	693	2,178	−31	+35	+7	+16	+8	+66	+35

* Revised figures.

Statement showing percentages of total officers employed.

—	Eastern Bengal, East Indian, Great Indian Peninsula and North-Western Railways.		Total Class I Railways (excluding Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1927.	1st April 1928.	1st April 1927.	1st April 1928.
Europeans	65·26*	**61·91**	70·74*	**68·18**
Statutory Indians—				
Hindus	18·63*	**20·51**	16·28*	**17·63**
Muslims	4·22*	**4·33**	2·71	**2·98**
Anglo-Indians	9·55*	**10·12**	7·75*	**8·36**
Other classes	2·34*	**3·13**	2·52	**2·85**
Total	34·74*	**38·09**	29·26*	**31·82**

* Revised figures.

The number of Indians filling gazetted posts increased from 29·26 per cent. to 31·82 per cent. On the four State-managed lines the increase was from 34·74 per cent. to 38·09 per cent.

76. Vacancies among officers and how filled.—In accordance with the practice of the last two years a detailed statement is included as Appendix G of this report showing the number of appointments created and vacancies which occurred among officers of gazetted rank on State-managed railways and of corresponding rank on Company-managed railways and how they were filled in the last two years. These figures are summarised in the tables below, separate statements being given for *permanent* vacancies as distinct from *total* vacancies (temporary as well as permanent).

State-managed Railways.—

Statement showing the number of ***permanent*** *appointments created and vacancies which occurred among officers of gazetted rank on State Railways during the year 1927-28, and how they were filled.*

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
									Statutory Indians.				
								Europeans.	Hindus	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...*	...	...	2	2	2	...	...	...	...	...	...	...
2. Engineering	9*	...	19	...	28	1	27	6	13	1	6	1	21
3. Transportation and Commercial.	11*	...	7	10	28	8	20	4	7	1	8	...	16
4. Mechanical Engineering	9*	...	4	1	14	3	11	7	2	1	...	1	4
5. Stores Department	...	...	2	..	2	2	...	...	...	...	...	...	...
6. Other Departments	9*	...	6	...	15	1	14	6	5	...	2	1	8
7. Total 1927-28	38	...	38	13	89	17	72	23	27	3	16	3	49
7. Total 1926-27	15	6	34	18	61	13	48	18	23	5	1	2	30
8. Percentage of Europeans to No. of vacancies filled. 1926-27	37·5	...	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to No. of vacancies filled. 1927-28	32·0	...	...	...	...	...	...	..	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled. 1926-27	62·5	..	...	...	...	...	...	...	..	...	...	.	...
9. Percentage of Statutory Indians to No. of vacancies filled. 1927-28	68·0	...	...	...	...	...	...	...	...	...	...	...	...

* Include posts created for the training of probationers.

Statement showing the ***total*** *number of appointments created and vacancies which occurred among officers of gazetted rank on State Railways during the year 1927-28, and how they were filled.*

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
								Europeans.	Statutory Indians.				
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	...	...	2	2	2	...	...	...	...	...	...	...
2. Engineering	22*	...	19	2	43	6	37	14	15	1	6	1	23
3. Transportation and Commercial.	12*	...	7	10	29	8	21	4	8	1	8	...	17
4. Mechanical Engineering	10*	...	4	13	27	5	22	18	2	1	...	1	4
5. Stores Department	..	..	2	...	2	2	...	...	...	...	...	...	...
6. Other Departments	12*	...	6	...	18	2	16	8	5	...	2	1	8
7. Total 1927-28	56	...	38	27	121	25	96	44	30	3	16	3	52
7. Total 1926-27	54	6	34	25	107	27	80	42	26	7	3	2	38
8. Percentage of Europeans to number of vacancies filled. 1926-27	52·5	...	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to number of vacancies filled. 1927-28	46·0	...	...	..	...	...	...	...	...	..	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled. 1926-27	47·5	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled. 1927-28	54·0	...	...	...	...	...	...	...	...	...	...	...	...

* Includes posts created for the training of probationers.

Of the officers appointed to the permanent staff during the year 68 per cent. were Indians as compared with 62 per cent. in 1926-27 and 32 per cent. in 1925-26. Of the total vacancies filled during the year 54 per cent. were filled by Indians as compared with 47·5 per cent. in 1926-27 and 44 per cent. in 1925-26.

Analysed by Branches the figures for appointments to the permanent staff show that the percentages of Indians appointed were to the Engineering Branch 78 per cent., to the Transportation and Commercial Branch 80 per cent., to the Mechanical Branch 36 per cent. and to other Branches 57 per cent. Other Branches include Electrical, Signal, Bridge, Medical, Statistical and Coal.

Company-managed Railways.—

Statement showing the number of ***permanent*** *appointments created and vacancies which occurred among officers on (Class I) Company-managed Railways excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28.*

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
									Statutory Indians.				
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	1	2	3	4	4	...	...	...	...	..	...	...
2. Engineering	1	1	13	4	17	6	11	3	6	...	1	1	8
3. Transportation and Commercial.	7	1	10	2	18	13	5	3	...	1	1	...	2
4. Mechanical	5	1	9	5	18	5	13	10	1	1	1	...	3
5. Stores	...	...	3	2	5	1	4	1	...	...	2	1	3
6. Other Departments	3	1	10	6	18	6	12	6	4	...	2	...	6
7. Total (1927-28)	16		47	22	80	35	45	23	11	2	7	2	22
7. Total (1926-27)	18	5	40	18	71	20	51	22	18	2	6	3	29
8. Percentage of Europeans to No. of vacancies filled. (1926-27)	43·1	5	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to No. of vacancies filled. (1927-28)	51·1	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled. (1926-27)	56·9	...	...	...	..	...	...	...	..	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled. (1927-28)	48·9	...	...	...	...	...	...	...	...	...	...	...	...

Statement showing the ***total*** *number of appointments created and vacancies which occurred among officers on Company-managed Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28.*

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by					
									Statutory Indians.				
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	1	2	1	2	2	...	...	...	..	...	...	...
2. Engineering	24	13	36	17	64	18	46	19	16	2	6	3	27
3. Transportation and Commercial.	9	1	10	5	23	14	9	5	2	1	1	...	4
4. Mechanical	6	1	9	5	19	5	14	11	1	1	1	...	3
5. Stores	1	...	3	2	6	1	5	1	1	...	2	1	4
6. Other Departments	5	1	10	7	21	7	14	7	5	...	2	...	7
7. Total (1927-28)	45	17	70	37	135	47	88	43	25	4	12	4	45
7. Total (1926-27)	48	12	58	30	124	36	88	35	36	4	9		53
8. Percentage of Europeans to number of vacancies filled. (1926-27)	39·8	..	..	...	...	...	...	...	...	...	...		...
8. Percentage of Europeans to number of vacancies filled. (1927-28)	48·9	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled. (1926-27)	60·2	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled. (1927-28)	51·1	...	...	...	...	...	...	...	...	...	...	...	...

Taking all the Company-managed Railways together the number of Indians appointed during 1927-28 was 49 per cent. of the total vacancies filled in the case of permanent appointments, and 51 per cent. if temporary posts are also taken into account. The drop which these figures show as

compared with the figures for 1926-27 is mainly due to the fact that only 5 appointments were made to the Transportation and Commercial Branches during 1927-28 as compared with 18 appointments in 1926-27. Of the permanent appointments, in the Engineering Branch 70 per cent. were filled by Indians, in the Transportation and Commercial Branches 40 per cent., in the Mechanical Branch 23 per cent., in the Stores Branch 75 per cent. and in other Branches 50 per cent. Corresponding percentages for 1926-27 were Engineering 60 per cent., Transportation and Commercial 78 per cent., Mechanical *nil*, Stores 64 per cent. and others 55 per cent. Taking the years 1926-27 and 1927-28 together 53 per cent. of the officers appointed to the permanent staff of Company-managed Railways have been Indians.

77. As regards the higher subordinate grades a detailed statement will be found in Appendix F showing by Railways, the number of employees on scales of pay rising to Rs. 250 and over on the 1st April 1928 as compared with 1st April 1927. A summary of the figures is given below :—

Statement of Subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

Name of Railway.	1st April 1927.							1st April 1928.							Increase +, Decrease —						
		Statutory Indians.							Statutory Indians.							Statutory Indians.					
	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.	Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	Grand Total.
A. B. . .	19	28	3	37	9	77	96	22	27	3	41	7	78	100	+3	−1	...	+4	−2	+1	+4
B. N. .	322	178	14	409	13	614	936	317	171	13	380	9	573	890	−5	−7	−1	−29	−4	−41	−46
B. & N. W. .	33	14	4	55	...	73	106	30	13	5	59	1	78	108	−3	−1	+1	+4	+1	+5	+2
B., B. & C. I. .	144	261	32	377	159	829	973	148	257	30	380	169	526	974	+4	−4	−2	+3	...	−3	+1
Burma .	32	87	9	227	41	364	396	19	105	12	248	45	410	429	−3	+18	+3	+21	+4	+46	+43
E. B. . .	126*	122	7	173*	6	314*	440	108	141	9	168	11	349	457	−18	+13	+2	+15	+5	+35	+17
E. I. . .	621	378	34	1,005	10	1,427	2,048	594	419	43	1,009	10	1,481	2,075	−27	+41	+9	+4	..	+54	+27
G. I. P. . .	335	165	30	720	142	1,057	1,392	305	217	36	742	157	1,152	1,457	−30	+52	+6	+22	+15	+95	+65
M. & S. M..	75	36	1	162	15	234	309	75	36	2	176	15	229	304	...	...	+1	−6	...	−5	−5
N. W. . .	322	343	147*	404*	72*	966*	1,288*	359	362	160	864	96	982	1,341	+37	+19	+13	−40	+24	+16	+53
B. & K. . .	6	4	1	12	1	18	24	7	4	1	12	1	18	25	+1	...	...	...	...	...	+1
S. I. . . .	49	69*	5	168	9	251*	300*	53	75	3	175	7	260	313	+4	+6	−2	+7	−2	+9	+13
Railway Board and other railway offices.	4	84	9	18	7	118	122	5	92	10	18	8	128	133	+1	+8	+1	...	+1	+10	+11
Total .	2,078*	1,775*	296*	3,767*	484*	6,342*	8,420*	2,042	1,919	327	3,792	526	6,564	8,606	−36	+144	+31	+5	+42	+222	+186

Statement showing percentages of total senior subordinates employed.

	Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways.		Total class I Railways (excluding H. E. H the Nizam's Guaranteed State and Jodhpur Railways).	
	1st April 1927.	1st April 1928.	1st April 1927.	1st April 1928.
Europeans	27·17*	**25·63**	24·68*	**23·73**
Statutory Indians—				
Hindus	19·62*	**21·37**	21·08*	**22·30**
Muslims	4·22*	**4·65**	3·51*	**3·80**
Anglo-Indians	44·54*	**43·21**	44·98*	**44·06**
Other classes	4·45*	**5·14**	5·75*	**6·11**
Total .	72·83*	**74·37**	75·32*	**76·27**

* Revised figures.

Model Room

During the year there was an increase of 222 in the number of Indians holding these posts and a decrease of 36 Europeans. More than three-quarters of the posts are now held by Indians.

78. Training of staff.—During the year 80 officers, 486 subordinates and 20 probationary signallers, or 586 in all attended the Railway School of Transportation, Chandausi. The courses held were as follows:—

Special course for Senior Scale officers.—Two short courses of six days each.

Special courses for Commercial officers.—Two courses of fourteen days each, in railway economics, accounts and commercial working.

Senior courses.—Seven courses of 30 days each for junior officers and senior subordinates.

Junior courses.—Eight courses of 30 days each for Transportation subordinates.

Area courses.—Eight courses of three weeks each for Transportation staff of the Lucknow, Allahabad and Moradabad Divisions of the East Indian Railway and of the Delhi and Ferozepore Divisions of the North-Western Railway.

Probationary Signallers' course.—A nine months' course for Probationers from the Lucknow, Allahabad and Moradabad Divisions of the East Indian Railway commenced on November 1st, 1927.

In addition to the above courses a two months' course was held for training selected candidates as Instructors for Area schools.

The Transportation model room contains a miniature railway 2½" gauge. This railway which is 150 feet in length (60' single line and the remainder double line) has ten stations and twelve signal cabins. Full size block instruments are operated throughout and all stations are interlocked. The number of students who can be taught conveniently on this model at one time is 14. The electric engines pick up current from a third rail. During the year a new model tank engine was obtained from Messrs. Bassett Lowke, Ltd., London. Each model cabin is in communication with train controllers where charts of the train-running are plotted as is done in actual working. During the year an improvement has been introduced by dividing the control office into two and separating the control office from the model room, where loud speakers have been installed and all the students of one class can work simultaneously, thereby getting very much more practice.

There is a full size lay out consisting of two cabins and locking frames, a bracket home signal, and a pair of facing points with facing point lock, locking bar and detectors. The main line signal arm is mechanically slotted from the second cabin and the loop line arm is electrically slotted, the latter being connected with a Siemens mercury treadle which acts as a replacer and is operated by rolling a pair of wheels over the track.

The Locomotive model room is equipped with a engine cab and foot plate, also part of the locomotive boiler showing the fire box; boiler stays, etc. Fitted on the foot plate is a vacuum ejector and indicator, a steam regulator, gauge glasses and injectors.

The catering continues to be in the hands of a contractor, who also keeps a small shop where stores and provisions can be obtained. For the senior students there are separate mess rooms for officers, European subordinates, Muhammadans and Hindus, while the juniors are provided with messes for orthodox Hindus, unorthodox Hindus and Muhammadans. There are two tennis courts, a seven-hole golf course and hockey and cricket grounds. The health of the school has remained excellent throughout the year in spite of periodical plague epidemic in Chandausi city and the surrounding villages.

79. Area Schools.—There has not been very much change in the Area Schools since the last report.

The East Indian Railway Asansol school is still very handicapped for lack of accommodation. Arrangements are being made to provide another

lecture room by adding an upper storey to the present building. But, as stated in the last annual report, it is intended to remove the school from Asansol to Gomoh eventually and designs and estimates are being prepared.

The Lyallpur school has been improved somewhat since the last report. The Transportation model room is now equipped with a 2½″ gauge track. The instruments in use are Neal's Token instruments single line, Pryce and Ferreira's new type block instruments double line, and Tyres Block instruments double line. The Locomotive section is well equipped with models of the different locomotive gears, section models of the vacuum brake, etc. Further development of this school has, however, been stopped as it is found that the expansion of it would entail the acquisition of very high-priced land, which would make the whole scheme too expensive; it has recently been decided to move the school to Kot Lakhpat (near Lahore), where a suitable and inexpensive site has been selected. An estimate for the Kot Lakhpat scheme was sanctioned shortly after the close of the year under review.

The Bina school is also only a temporary one, accommodated in buildings designed for other purposes. Some improvements have been made. The model room is equipped and working with a 3″ gauge track. The instruments in use are Neal's Token instruments single line and Tyres three-way one wire Block Instrument double line. Plans and estimates are under preparation for a new school at Dhond.

80. Railway Staff College, Dehra Dun.—It was mentioned in last year's report that the Railway Board had decided to build a Staff College at Dehra Dun to give training in the various sides of Railway work to junior officers, just as Chandausi and other area schools do for the subordinate staff. The Board have recently sanctioned a scheme for this Railway Staff College at an estimated cost of Rs. 23,37,840. The college is intended primarily for the training of probationary and junior officers already employed on railways but classes for more senior officers will be held in time. For the present it will meet the needs of State-managed Railways and will deal with transportation and commercial work and with certain allied subjects connected with these aspects of railway working. Good progress has been made on the work.

81. Labour Position on Indian Railways.—In Chapter V of the last Annual Report reference was made to the investigations of the State Railways Workshops Committee in the early months of 1926 and some account was given of the advantages which it was hoped would be attained as a result of the introduction of improved workshop methods and organisation. Improvement in fact actually became apparent in 1927-28 in reduction of cost of repairs of rolling stock, but there is one important effect of these measures, which was not mentioned in last year's Report, namely, the resulting possibility of an appreciable reduction in the labour force of workshops owing to improved machinery and better organisation, and some embarrassment has arisen in several places on account of this.

Unrest in Khargpur Workshops.—For instance, an examination by the Bengal Nagpur Railway Administration showed that an immediate reduction of about 1,600 men in the workshops at Khargpur had become possible, and in August 1927 the Agent announced his intention of reducing the labour force at Khargpur by this number. At the same time, he offered special terms to workmen who were willing to resign and these were accepted by about 300 men. The reduction was, however, resented by the workmen and on the 7th of September, when notices of discharge to the number required were issued, they adopted a policy of passive resistance attending the workshops but doing no work. This continued until, on the 12th of September, the Agent was constrained, by the fear of disturbances among the men, to close the workshops until such time as he should receive an assurance from the men's leaders that they were willing to work. The workshops were eventually re-opened on the 8th of December 1927. As vague charges of victimisation and unfair treatment had been made, the Agent decided to depute an officer of the B. N. Railway, who was not connected with the management

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of the workshops, to examine the list of discharges and to report to him. At the request of the Agent, the Government of India also agreed to depute an officer to be associated with the officer nominated by the Agent in this enquiry, the object of which was not only to review the list of selections for discharge in order that any cases of unfair treatment might be brought to notice, but also to examine the application to individual cases of the rules and orders under which the sums due to the men discharged had been determined and to see that due consideration had been or would be paid to any cases of special hardship. As a result of this enquiry 23 workmen who had been discharged were reinstated, and in a few cases the compensation given to the men who had been discharged was enhanced.

Further, in view of the anticipated necessity of effecting reductions of labour in the workshops of other railways, as well as a further reduction at Khargpur, the Government of India considered it desirable that the question how such reduction could best be effected should be fully investigated, and therefore deputed two officers, one a railway officer with workshop experience and the other a non-railway officer of administrative experience with a knowledge of labour conditions, to visit the railways on which the need for reduction in workshop labour was understood to be imminent. The duties of these officers were to report to the Government regarding the arrangements which should be made in order to secure as far as possible efficient and economical working in the workshops concerned and at the same time to safeguard the interests of the workmen when a large reduction of establishment was found necessary. In particular, the non-railway officer was specially charged to report in each case what terms would suffice to secure a substantial number of voluntary resignations and the terms which ought in fairness to be given to the men selected for compulsory discharge when that became unavoidable. By the end of the year these officers had examined the position in the workshops of the South Indian Railway and had made their recommendations to Government.

Lillooah Workshops.—Early in 1928 demands were received from workmen in the Carriage and Wagon Workshops of the East Indian Railway at Lillooah for increased wages. On the 5th of March, before the examination of these demands had been completed, the men resorted to passive resistance, entering the shops but refusing to work. On the 6th of March, the Agent announced that the examination showed no justification for any general increase in wages, but that an investigation, whether the wages earned by any class or classes of workmen at Lillooah were lower than those earned under similar conditions in other workshops in Calcutta and its vicinity, was still proceeding. On the 7th of March the men came into the workshops, but again refused to work and it became necessary to close the shops until an assurance should be received that the men were prepared to work. The workshops had not been re-opened by the end of the year.

CHAPTER VII.

MISCELLANEOUS.

82. Amenities and improvements for the general public.—In accordance with usual practice a brief description is given below of the steps taken by the principal railways in the provision of amenities and improvements for the travelling public. 14 Indian refreshment rooms were built during the year and vendors' stalls were provided at 80 stations. 41 additional waiting rooms were opened and 75 waiting halls for 3rd class passengers. Extensions or additions were carried out to 80 waiting halls. Special attention has been devoted by railway administrations in recent years to the necessity for providing a good supply of drinking water at stations and many improvements have been carried out or taken in hand on all railways.

Assam Bengal Railway.

Six additional mixed trains were introduced during the year. Refreshment rooms were provided at two stations. Hindu and Muhammadan hotels were built at one station and vendors' stalls were provided at two stations. Additional waiting accommodation was provided at 23 stations and ladies waiting rooms at four stations. The lighting arrangements at two stations were improved by the provision of high power lamps.

Bengal and North-Western Railway.

Six additional mixed trains were introduced on different branches.

75 additional watermen were appointed during the hot weather for supply of water to passengers at stations and on certain sections of the railway the system of carrying cool drinking water in buckets and earthen pots in trains was introduced on trial.

3rd class passenger halls were completed at Hajipur, Naugachia, and Raxaul during the year. 1st and 2nd class waiting rooms were provided at Pharenda and the waiting room at Mahendrughat for 1st and 2nd class passengers was enlarged and bathrooms added to it.

Bengal Nagpur Railway.

With the opening of the Chandil-Barka kana line, a new express between Ranchi and Howrah was introduced to run *viâ* Tatanagar, the old train *viâ* Adra becoming the Gomoh Express. Extra passenger services were introduced on eleven sections and sentinel coaches on five sections.

In order to facilitate the supply of water to trains at stations an experiment was made with water drums on wheels and 100 of them have been distributed among stations. Special sheds for keeping the water clean and cool were put up at Tangerbansli, Bishnupur and Salboni and the supply of water was improved at Bermo.

An Indian refreshment room was opened at Waltair, and stalls and kitchens for Indians have been put in at 14 stations and tea stalls at 10 stations.

An inter class waiting room for Indian ladies was opened at Gondia and new passenger halls were provided at 7 stations. Waiting rooms were provided for 1st, 2nd and inter class passengers at Chandrakona Road and a waiting hall at Posoita.

Burma Railways.

Electric berth lights were in the course of being provided in first class compartments, electric lights and fans were installed in three rakes of four wheeled coaching stock, and panel shutters of 3rd class coaches were substituted by venetians.

Extra platform hydrants were provided and Hindu watermen appointed at certain important stations. Waiting halls were extended in size at several stations to meet the growth of passenger traffic.

Bombay, Baroda and Central India Railway.

On the broad gauge the electrification of the suburban section between Colaba and Borivli was inaugurated on the 15th January 1928 from which date a mixed service of steam and electric trains was introduced.

Special attention was given to the convenience of pilgrims attending the monthly Poonam Fair at Dakor, additional special trains being run and through carriages put on as an experiment from Bombay. The latter venture unfortunately was not well patronised.

Very successful results were obtained by the introduction of Holiday Excursion trains for passengers of all classes during the Christmas Holidays, an inclusive charge being made to cover not only the special reduced fares but the catering charges *en route*.

The system of providing travelling watermen during the hot weather, which has proved very popular in the past, has been continued and the watering arrangements at 13 stations have been improved by the provision of extra hydrants and taps, etc.

The existing arrangement to provide hot Indian meals and refreshments on 19 Down and 20 Up, 3 Down and 4 Up, has become increasingly popular with the travelling public. An Indian refreshment room was opened at Anand and Hindu and Muhammadan tea-stalls were built at 12 stations at an aggregate cost of Rs. 57,000 either as additions or to replace unsatisfactory types.

As regards waiting halls a priority list of stations for all gauges has been prepared and it has been arranged either to provide additional halls or to increase the existing accommodation at all these stations within the next quinquennial period.

During 1927-28 waiting halls were constructed or extended at 17 stations, extra waiting rooms were provided at 5 stations.

14 stations were equipped with foot-overbridges during the year and a programme has been drawn up for the erection or extension of foot-bridges at other stations within the next 2 years.

The comforts of passengers waiting for trains were enhanced by the provision of platform benches, train indicator boards and the better lighting of waiting halls at many stations.

18 stations and yards were equipped with electric light and numerous electric lights have been added at other stations for the convenience of passengers. At 16 stations high power lamps were installed on the platforms.

Eastern Bengal Railway.

On the broad gauge 23 additional suburban and local trains were introduced on different sections and 5 down suburban trains were extended from the inner to the outer zones.

On the metre gauge instead of the Bengal and North-Western Railway train terminating at Katihar and involving a change into the Eastern Bengal Railway train for stations on the Amingaon section, one through train from Allahabad to Amingaon and *vice versâ* has been introduced running over both railways. This through train has afforded convenience especially to the cooly

traffic between the United Provinces, Bihar and Assam. Three Sentinel trains were introduced each way between Narayanganj and Dacca to counteract motor bus competition.

The supply of drinking water has been receiving the special attention of the Administration. Pure drinking water is not ordinarily available in the country traversed by this railway and the position was worse than usual during the year on account of the exceptional dryness of the weather. The difficulty was, however, solved to a certain extent partly by the supply of filtered water to certain stations by means of travelling tanks and partly by the provision of tube wells and extra masonry wells. Improvements in water supply have been carried out at 17 stations at a cost of one lakh

At Parbatipur a new masonry building was constructed to replace the old structure for the Hindu and Muhammadan refreshment rooms. Minor additions were also made to the Hindu and Muhammadan refreshment rooms at Katihar. The Administration has provided waiting halls at 8 stations, extensions and improvements to waiting halls at 8 stations, latrines for passengers at 6 stations, extension, widening and raising of platforms at 7 stations, masonry benches at several stations and a new platform at one station. Inter and third class ladies waiting rooms were provided at 6 stations and a new upper class waiting room was constructed at one station.

East Indian Railway.

The fitting of external lights to carriages was proceeded with during the year. These lights illuminate badly lit platforms and also the doorways of carriages, reducing mishaps in entraining and detraining to a minimum. Another purpose served is the easy detection of unauthorised persons attempting to board a moving train.

A tube well was sunk at Patna Junction and a reinforced concrete drinking water tank was provided at Asansol. At Moradabad water taps were provided on the main station platform.

At Benares Cantonment additional vendors' shops were provided in the 3rd class waiting halls and additions and alterations were carried out to the Hindu refreshment room. The vendors' stalls at Dinapore were dismantled and rebuilt and 4 additional vendors' stalls were constructed at Gaya.

Passenger platforms were raised at Simbhaoli, Jowalapur, Maholi and Sitapur Cantonment while the platforms at Amroha, Rajghat, Kathghar and Banthra were extended.

Bathing places were provided at Kiul, Moghalsarai, Shahjahanpur and Bareilly. At Prayag Ghat considerable improvements were made in connection with the Magh Mela, such as raising the palisading, providing five new gates and watering arrangements.

Great Indian Peninsula Railway.

Improvements in the supply of drinking water to passengers have been completed at 8 stations during the year and are in hand at 7 other stations.

One dining room, 3 tea stalls and 10 food stalls were brought into use for the convenience of 3rd class passengers during the year. Waiting halls have been completed at 18 stations.

The passenger platforms at 54 stations have been lengthened. The platform sheds at 8 stations in the Bombay Suburban area have been extended to afford more protection to passengers and the platforms at 3 stations on the Harbour Branch have been paved. Upper class waiting rooms were provided at 3 stations. The foot overbridges at 10 stations have been provided with coverings and a covered way was provided between the broad and narrow gauge platforms at Nagpur. Foot overbridges have been constructed at five stations, electric lights have been provided in the platform halls at two stations and the floor of one third class waiting hall was paved. A pilgrim shed was provided at Kurduwadi. High level platforms were provided at 2 stations and a new passenger platform was provided at Poona.

Jodhpur Railway.

Improvements made in rolling stock include the adoption of elliptical roofs on all stock giving greater air space, the abolition of centre luggage racks making carriages more airy, and the provision of top drop windows in upper class stock for ventilation of upper bunks. Three bogie inter class carriages were provided with complete cooking compartments for Hindus.

Third class passenger halls have been provided at four stations and waiting rooms have been constructed at 2 stations.

Madras and Southern Mahratta Railway.

The passenger train services have been extended and improved on several sections.

The water supply at 7 stations was improved and water taps provided on platforms at 9 stations. An Indian refreshment room at Cuddapah and at Madanapalle Road and a Muhammadan refreshment room at Jalarpet were opened during the year. Refreshment stalls were provided at 10 stations on the broad gauge and 7 stations on the metre gauge.

Extensions to 3rd class waiting halls were completed at 7 stations on the broad gauge and 9 stations on the metre gauge. Waiting halls were constructed at 2 stations and special waiting rooms for Gosha ladies were opened at Cuddapah and Nellore. The station at Jalarpet has been completely remodelled on modern lines, spacious waiting rooms and refreshment rooms being provided for passengers of all classes.

His Exalted Highness the Nizam's Guaranteed State Railways.

Refreshment rooms for Hindus and Muhammadans have been opened at Dornakal, Kazipet and Purna. Separate Indian sweet-meat and refreshment stalls were provided at Aurangabad. Waiting halls were provided on the platform at Hyderabad (metre gauge) and Jadcharla. The roofing of No. 2 platform Secunderabad broad gauge and the metre gauge island platform were completed. High level platforms and waiting halls with benches and improved approaches were provided at several local halts.

North Western Railway.

Excluding new sections opened for traffic 45 additional passenger trains were introduced during the year on various sections. In addition extra shuttle trains were run for different periods on 17 sections to compete with road-motor traffic.

Many tube wells, some with mechanical pumps and some with hand pumps, have been installed at about 35 stations. Cool water tanks with taps have been provided at Jullundur City. Water cooling shelters have been constructed at 16 stations.

Separate Hindu and Muhammadan refreshment rooms have been opened at Rohri and Indian refreshment rooms have been opened at Lyallpur, Jullundur City and Rohtak. Vendors' shops have been constructed at 9 stations.

Waiting sheds have been provided on passenger platforms at 14 stations.

Third class passenger waiting halls have been provided at 11 stations, and have been extended at 5 stations. Platform benches have been provided at most of the stations on the Karachi and Multan Divisions. Inter class ladies' waiting rooms have been provided at Wazirabad, Sialkot, Bhatinda and Khairpur Mirs, and 3rd class waiting rooms have been provided at 4 stations.

Additional booking offices for 3rd class passengers have been opened at 3 stations. Branch booking or parcel offices have been opened in Karachi, Lahore, Kartarpur, Amritsar, Delhi and Rawalpindi.

Arrangements have been made for booking luggage in the 3rd class waiting halls at Lahore, Amritsar, Jullundur City, Pathankot, Sialkot and Gujranwala. The object of these arrangements is to enable 3rd class passengers to book their luggage immediately after procuring their tickets instead of having to go some distance to the existing luggage office.

At several large stations including Lahore, Jullundur City, Amritsar, Kasur, Sialkot and Gujranwala enquiry clerks selected from experienced railway hands have been posted in waiting halls to look after and give information to inter and 3rd class passengers.

Rohilkund and Kumaon Railway.

Three inter and 3rd and eight 3rd class carriages 4 wheeled were rebuilt and converted into new type omnibus sided carriages and fitted with electric light.

A waiting hall was built at Lalkua station for 3rd class passengers and a tiled floor was put down in the Indian ladies waiting room at Kathgodam. Platforms were extended at Mailani and Sitapur and sheds over platforms are under construction at Lucknow Junction and Lucknow City.

South Indian Railway.

The new alignment from Pamban to Dhanushkodi *viâ* Rameswaram was opened from December 1st, 1927 resulting in the Pamban Rameswaram section being treated as a separate branch line and a daily service of 5 passenger trains each way was introduced.

The drinking water supply of 20 stations was examined by the King Institute, Guindy, and of 86 stations by the Chief Medical Officer, and wherever the water was not up to standard the wells were cleaned and chlorinated. Nine additional hydrants were provided on station platforms during the year.

An Indian refreshment room was opened at Tiruvarur on 26th March 1928, and light refreshment rooms were opened at Tiruvannamalai and Cannanore. 3rd class waiting halls were provided at 10 stations and were extended at 6 stations. Additional benches were provided at ten stations. Upper class waiting rooms were opened during the year at Panruti.

Mayavaram, Kumbakonam and Salem stations were lit with electricity and the lighting arrangements at 18 stations were improved by the provision of additional high power lights.

83. Flood damages.—The year 1927-28 was notable for very serious damage by floods on two large railways, namely the Bombay, Baroda and Central India Railway and the Bengal Nagpur Railway, which suffered not only in the extent of the damage done but in the length of time that important lines of communication were interrupted. Other railways also were affected to a less extent.

Bombay, Baroda and Central India Railway.

The floods on important Broad gauge sections of this line were serious and extensive. Generally speaking the whole broad gauge system and the connecting branches in the triangle Baroda-Godhra-Viramgam were to a varying degree rendered impracticable for traffic by floods on July 25th to 27th, 1927. The most serious breaches were on the double line section south of Baroda, the section between Nadiad and Mehmadabad, and the Anand Godhra branch. Two main line trains No. 9 Down at Vishvamitri and 15 Down Punjab Mail at Kola were completely marooned by the floods and special arrangements had to be made to release the passengers. The passengers of the Punjab Mail were rescued by boats which were brought from Broach. After 10 days single line communication was restored up to Baroda which enabled traffic to be freely resumed on the north east main line between Delhi and Bombay. The breach between Nadiad and Mehmadabad was restored to regular traffic on August 21st. With the restoration of this section the conditions of the broad gauge became virtually normal.

Breaches in Main Line near Itola, July 1927

On the metre gauge the line between Sanawad and Nimar-kheri and Nimar-kheri and Attar was breached on 12th July 1927 and passenger trains had to be transhipped. In the same month there were several breaches on the Ahmedabad-Dholka Railway causing dislocation of train service of this section and stoppage of goods booking *viâ* Dhandhuka Junction. Through communication was restored from 1st March, 1928. On the 24th July 1927 owing to heavy rain the Dhrangadra branch was breached at several places between Wadhwan and Halvad resulting in complete suspension of traffic to and from this Branch. Through communication was restored on 30th August between Raj-Seetapur and Dhrangadra and on 3rd November between Dhrangadhra and Halvad. Other breaches which occurred in July were between Bechraji and Dethali, Moodhera Road and Bechraji, and on the Wadhwan and Viramgam section.

Bengal Nagpur Railway.

Very bad floods occurred at the end of July 1927. The line for a distance of over 11 miles in the vicinity of Kenduapada was completely wiped out and traffic was interrupted for a period of nearly 2 months. The same storm completely washed away the bridge over the Khorkhai river near Rairangpur station on the Onlajori—Badampahar branch and damaged the Khorkai bridge at Tatanagar and the Brahmini bridge at Panposh. The storm was a phenomenal one and not likely to recur more than once in a century. At Kenduapada the track has been restored and four Irish bridges have been put in to prevent similar damages in future. The rebuilding of the bridge at Rairangpur and repairs to the damaged bridges are in hand.

Assam Bengal Railway.

On the night of 30th September 1927 owing to a heavy flood in the Fatinga river the retaining wall at mile 288¼ on the hill section was washed away. Through communication was restored on 3rd October. A 90′ bank at mile 353 was also washed away on 14th October, through communication being restored on 19th October.

The Matijuri bridge at mile 210 was seriously endangered by heavy flood in the stream, causing a pier to move. Transhipment was resorted to for one day until communication was restored.

Bengal and North-Western Railway.

Between August 11th to 13th, 1927, a heavy flood in the Kosi river breached the line between Parsarma and Supaul and between Supaul and Thurbhita and train service between these points had to be suspended. Through running of trains was restored on August 25th. Simultaneously the line between Bhaptiahi and Raghupur Ghat was seriously damaged and the running of trains on this branch had to be suspended indefinitely.

Burma Railways.

Except for serious floods on the Mu Valley district interruptions to traffic were few in number during the year. The principal breaches were as follows:—

Between Pidaung and Namti from 7th to 17th September 1927.

Between Alon to Kanzwe from 14th to 19th September 1927.

Between Mogaung and Namti from 3rd to 10th October 1927.

Between Kinu and Tantabin from 10th to 23rd October 1927.

Between Bonchaung and Mawlu from 16th to 22nd October 1927.

East Indian Railway.

The Tari Ghat branch was breached on 1st August 1927 and was repaired the next day. It was again breached on the 3rd August and repaired the same day.

The Raiwala-Rikhikesh Branch was breached in several places on 24th August 1927. Repairs were effected by the 29th August. Further breaches occurred on 9th September and it was not until 21st September that through running could be resumed.

Breaches also occurred on 9th September on the Hardwar-Dehra Dun Branch and were repaired the same day.

Jodhpur Railway.

Considerable floods occurred in Sind in August and September 1927 which caused interruption to traffic and the closing of the Khadro and Jhudo Branch lines for approximately six weeks.

Owing to the overflowing of the Pichiak Bund the Pipar Bilara Light Railway was seriously breached on 21st August between Bhawi and Bilara.

Madras and Southern Mahratta Railway.

On November 1st, 1927, a cyclone crossed the North East line near Nellore and later crossed the North West line in the neighbourhood of Nandalur. 21 wagons of a goods train capsized at Padugupadu and 11 wagons of another goods train at Talamanchi. All communication was interrupted between Madras and Tanguturu and serious damage was caused to railway buildings and Signal posts from Kavali to Manubolu. Through running was resumed on November 4th. On the North West line all communication was interrupted beyond Puttur from Madras and from Yerraguntla from Gooty. Very serious delays were caused to trains but through running was not interrupted. Damage was caused to the roofing of station buildings, quarters, goods sheds, etc.

On November 2nd, 1927, a small bridge at mile 402 between Gollaprolu and Durgada on the North East line was damaged by floods rendering the passage of trains impossible. Through running was resumed on November 6th.

North Western Railway.

No serious breaches occurred on the main line but sections of the railway were breached as follows:—

Nushki to Duzdap—

From 22nd May to 23rd May 1927.
,, 16th July to 18th July 1927.
,, 11th February to 13th February 1928.
,, 12th February to 16th February 1928.

Phagwara-Rahon-Jaijon for three days.

Hyderabad-Badin from 3rd to 13th August 1927.

Kalabagh-Bannu from 25th August to 27th August 1927.

Tank-Girni Road from 25th August to 29th August 1927.

Sibi-Bostan from 30th September to 3rd October 1927.

Khanai-Killa Saifulla from 13th to 15th February 1928.

On August 21st, 1927, a cyclonic storm overturned 7 coaches and a goods vehicle of a train on the Larkana-Dodapur section and blocked the line for 30 hours. There was no loss of life or injury to passengers or staff.

South Indian Railway.

On the broad gauge the Shoranur-Nilambar Railway was breached for a length of about 4 telegraph posts on April 26th, 1927, and was restored for traffic on April 27th. Several slips of earth and boulders occurred between Kallar and Runneymede on the Nilgiri Railway on the 8th and 9th February

1928 resulting in a complete cessation of traffic between Mettupalaiyam and Coonoor. The slips were cleared and through running was resumed on February 14th.

Accidents.

84. Accidents.—The following table shows the numbers of passengers, railway servants and other persons killed and injured, apart from accidents in Railway Workshops, in 1926-27 and 1927-28 :—

Cause.	Killed.		Injured.	
	1926-27.	1927-28.	1926-27.	1927-28.
A.—Passengers.				
(1) In accidents to trains, rolling-stock, permanent way, etc.	16	45	126	104
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	324	339	1,117	1,046
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	7	3	21	29
TOTAL	347	387	1,264	1,179
B.—Railway Servants.				
(1) In accidents to trains, rolling-stock, permanent-way, etc.	25	23	126	166
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	319	323	1,253	1,323
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	46	54	2,204	2,713
TOTAL	390	400	3,583	4,202
C.—Other persons.				
(1) In accidents to trains, rolling-stock, permanent-way, etc.	19	39	35	84
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,107	2,203	793	732
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	30	41	61	68
TOTAL	2,156	2,283	889	884
GRAND TOTAL	2,893	3,070	5,736	6,265

85. The number of passengers killed increased by 40 and the number of passengers injured decreased by 85. Passenger train miles increased by 4,635,000 over the previous year. The following statement shows the number of passengers killed and injured on all railways in the last 5 years :—

Year.	Passengers.	
	Killed.	Injured.
1923-24	372	1,272
1924-25	418	1,312
1925-26	377	1,323
1926-27	347	1,264
1927-28	**387**	**1,179**

Accidents in workshops during the year accounted for the death of 24 railway servants and injuries to 6,114.

86. On Class I Railways the number of railway servants killed in accidents which occurred by movements of trains and railway vehicles exclusive of train accidents increased by one and the number injured by 67. The following table analyses the main causes of the accidents :—

Cause.	Numbers killed.		Numbers injured.	
	1926-27.	1927-28.	1926-27.	1927-28.
1. Misadventure or accidental . . .	203	226	883	935
2. Want of caution or misconduct on the part of the injured person.	98	84	265	267
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured.	11	2	37	40
4. Defective apparatus or system of working, dangerous places, dangerous conditions of work or want of rules or systems of working.	1	2	4	14
Total .	313	314	1,189	1,256

87. Out of a total of 3,069 persons killed on railways 1,831 were trespassers and 310 committed suicide.

88. The following statement analyses the accidents which occurred on all railways during the last two years grouped under the principal causes. A

fuller statement showing the accidents in greater detail under the separate railways is to be found in Appendix D of Volume II of this report:—

	1926-27.	1927-28
1. Running over cattle	10,053	9,684
2. Derailment not involving passenger trains	4,946	4,343
3. Accidents due to failure of couplings and draw gear	2,930	3,368
4. Accidents due to failure of machinery of engines, springs, etc., or faulty working of crew, or other causes	2,211	2,212
5. Bursting of tubes and boilers of engines	604	568
6. Derailment of passenger trains	381	383
7. Broken rails	330	353
8. Collision involving goods trains or goods vehicles	378	254
9. Fires in trains or at stations or bridges	283	245
10. Running over obstructions on the line	320	258
11. Trains running over obstructions or vehicles at level crossings	37	136
12. Flooding of permanent way	132	164
13. Passenger trains running in the wrong direction through points but not derailed	90	115
14. Collisions between light engines	68	89
15. Collisions involving passenger trains	75	67
16. Accidents due to failure of axles	46	60
17. Land slips	44	38
18. Accidents due to failure of tyres or wheels	49	30
19. Accidents due to failure of brake apparatus	19	20
20. Failure of bridges or tunnels	20	15
21. Miscellaneous	447	445
Total	23,463	22,847

The total number of accidents shows a decrease of 616 compared with the previous year inspite of an increase in total train miles of 8·9 million miles.

' Running over cattle ' still accounts for the largest number of accidents, 42 per cent. of the whole, followed by ' derailments not involving passenger trains ' (19 per cent.) and ' accidents due to and failure of couplings and draw bars ' (15 per cent.).

' Collisions involving passenger trains ' show a decrease although passenger train miles increased by over 4½ million miles.

' Fires in trains or at stations or bridges ', ' collisions involving goods trains or goods vehicles ' and ' bursting of tubes and boilers of engines ' show a decrease, but ' broken rails', ' accidents due to failure of axles ' and ' collisions between light engines ' were rather more numerous. ' Floodings of permanent way ' again show an increase.

Cases of " trains running over obstructions or vehicles at level crossings " show a considerable increase which is partly due to the increasing number of motor vehicles on the roads but also to the fact that in the previous year level crossing accidents were not all shown under this head but also under " trains running over obstructions on the line." It will be noticed that under the latter head there was a decrease of 62 accidents this year.

89. A short description is given below of the more serious accidents which occurred during the year:—

Level crossing accident in Verka Station yard.—On the 1st October 1927 at 14-10 hours No. 82 down passenger train collided with motor bus No. 2180-A, at the level crossing in Verka station yard on the Amritsar-Pathankot section of the North-Western Railway. 10 bus passengers were killed and 18 injured. The motor bus was badly smashed and was carried 414 feet on the cowcatcher of the engine to the point where the engine stopped. The accident is reported to have been due to the rash and negligent driving of the driver of the bus.

Derailment of 30 Down Mixed on the Bengal and North-Western Railway.—At about 20-30 hours on the 22nd January 1928 whilst 30 Down Mixed was travelling between Haiya Ghat and Kishanpur stations on the Bengal and North-Western Railway an empty road-van attached next to the engine was derailed on Bridge No. 11-A. (10 spans of 20 ft. girders) at mile 8/8 and striking the parapet wall of the abutment was thrown against the superstructure of the 3rd class bogie carriage, following immediately behind, which was torn off the under-carriage and completely wrecked. The under-carriage was derailed to the left of the line and the road-van to the right of the line in the direction the train was travelling. The coupling between the road-van and the engine was broken and the engine ran on ahead and was pulled up some 80 ft. beyond the wreck. The remainder of the train remained on the track and was practically undamaged. In this accident eight persons were killed and fifteen injured and the damage to rolling stock is estimated at Rs. 10,000. The finding of the Senior Government Inspector was that the accident was due to the derailment of an empty road-van between the engine and the heavy bogie passenger stock which caused the breaking of the coupling and the parting of the train.

Derailment of No. 4 Down Mail on the Burma Railways.—At about 3-12 on the morning of 28th January 1928, No. 4 Down Mail while travelling at 30 miles per hour derailed 24 feet short of Bridge No. 161 at mile 110/1 on the main line of the Burma Railways system, due to the malicious removal of fishplates and bolts by a person or persons unknown. The engine tender and three third class passenger coaches capsized into the nullah bed and were entirely wrecked. Two brakevans following the tender got across the gap and were partially destroyed, while the remaining vehicles pulled up unharmed just short of the bridge. The engine crew and twenty-three third class passengers were killed outright, fourteen more died in hospital as a result of extensive scalds and shock. The guard and twenty third class passengers suffered from slight injuries and shock.

The up and down lines were both interrupted by the wreckage and the total damage was about one lakh of rupees. The injured were promptly evacuated and the up line was cleared by 17-55 the same day, but the down line was blocked till the 21st February.

Four persons who were suspected of train wrecking were sent up for trial. One of them who confessed was convicted and sentenced to death and the other three were acquitted by the Sessions Judge, Pegu. The condemned prisoner was however subsequently acquitted on appeal to the High Court.

Level crossing accident at Henzada Shore (Burma Railways).—On March 12th, 1928, at about 18-15 hours Down Light Engine No. F. 84, travelling tender foremost, was approaching the level crossing near the home signal at Henzada Shore (Burma Railways), when a motor lorry loaded with rice, attempted to cross in front of it. The lorry partially 'stalled' across the line and failing to get clear in time, was smashed and carried 100 feet along the track before the engine could be stopped. Of the five people sitting in the front seat two were killed outright, two died in hospital and one received serious injuries. A sixth man was seated outside on the rice bags, but he saw the engine approaching and jumped clear. The driver of the

Samples of Pamphlets produced

lorry, who subsequently died as a result of his injuries, was considered primarily to blame for rash and negligent driving.

Level crossing accident between Thayagon and Okpo on the Burma Railways.—On 18th March 1928, at about 1-10 hours a light engine proceeding towards Rangoon at 20 miles per hour collided with a motor bus on the level crossing at mile 103/22 P. between Thayagon and Okpo on the main line of the Burma Railways. Both gates were open and the engine hit the back of the bus killing three of its passengers and injuring eight others. The gate-keeper was tried and convicted under section 101 of the Indian Railways Act (1890) and sentenced to rigorous imprisonment for one year.

90. Safety First.—The Central Publicity Bureau completed a film on Safety First during the year and copies of the film were distributed to Railways and displayed widely by the railways' travelling cinemas. A " Safety First " pamphlet applicable to the conditions on Indian railways generally is under preparation by the Central Publicity Bureau assisted by the Publicity Officers of railways. When the pamphlet is ready, vernacular translations of the different sections relating to different classes of staff will be published in the shape of small brochures.

The following is a brief account of Safety First measures on some of the railways :—

Bengal Nagpur Railway.—The principles of Safety First have been impressed on the staff by photographs and articles in the Railway Magazine and by special headings in the Weekly Gazette. Safety First appliances in accordance with the Factory Act are provided in the workshops.

Eastern Bengal Railway.—The measures taken to promote Safety First propaganda in the workshops were two-fold, namely, the provision of Safety First appliances in accordance with the Factory Act and secondly instructions to staff. In the way of appliances, protection guards to machinery, underslung hangers or troughs for beltings, goggles for men working in electric or acetylene welding, overcoats and head caps for men working with spray painters and caution plates for high tension electric wires have been provided where necessary. As regards the second, the supervising staff are required to instruct those employed under them in the avoidance of accidents, and at all times to encourage habits of thought and consideration which will prevent injuries to themselves or to their fellow workers. Warning notices are frequently issued drawing attention to the possibility of accident if rivet heads and chippings are allowed to fly in the direction where other men are working. Only authorised beltmen are permitted to attend to belting. The staff are prohibited from doing any work where high tension wires exist, without a written guarantee from the electrical representative that the current has been cut off, from that particular line.

Great Indian Peninsula Railway.—The Safety First campaign was continued with the aid of the booklets published in the previous year. The Safety First film consisting of three parts, 3,690 feet altogether, was exhibited in the cinema shows given at different stations. Local bodies are taking an interest in the Safety First propaganda and the railway has been asked to supply copies of the booklet for the use of municipal school teachers.

North-Western Railway.—In order to impress on the public mind the importance of Safety First a number of sketches on the subject were prepared and exhibited in the North-Western Railway Demonstration Car. The Safety First film referred to above was also shown demonstrating forcibly the precautions to be observed by passengers while travelling by railway and the serious consequences if those precautions are ignored. The Railway Magazine was also used as a medium for propaganda on the subject and several illustrative sketches were published pointing out the moral. Appropriate slides also were shown in the cinema displays.

91. Publicity.—The year 1927-28 marked a very considerable advance in the Publicity activities of the Indian railways. The Central Publicity Bureau of the Railway Board was inaugurated on 1st April 1927, a Chief

Publicity Officer was appointed and provided with an Assistant and a small clerical staff. The office was located in Victoria Terminus, Bombay, but was transferred to Delhi in March 1928.

The first three months were spent in organising and in working out schemes for the development of existing Publicity business and in formulating a programme for progress in new fields. Among some of the principal lines upon which it was decided to concentrate attention are :—

Cinema film production and display;

Poster production and display;

Pamphlet production and display;

Publication of an Indian State Railways Magazine;

Demonstration trains;

Upper and lower class special excursion trains;

Press propaganda in India;

Press propaganda in Europe, America and other parts of the world;

Reciprocal publicity with the leading railways of the world.

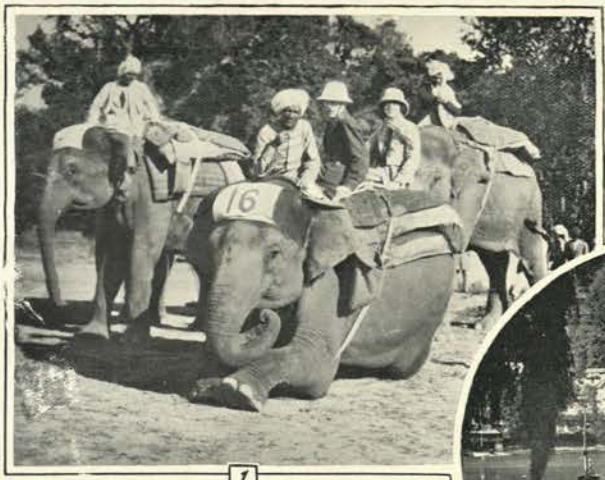
The most important of these activities is undoubtedly the cinema film production and display as 80 per cent. of this is directed towards encouraging railway travelling, primary industries and the welfare of agriculturists and villagers. It must be remembered in this connection that owing to the very large proportion of illiterate people in India, the cinema is the outstanding method of conveying information to the masses. Each State Railway is now provided with a travelling cinema projection outfit which moves continuously from place to place over the system and by this means the propaganda films issued from the Central Publicity Bureau are widely circulated. That these displays, which are free, are fully appreciated is proved by the patronage accorded to them. For the six months ending December 1927 with a total of 396 dispays, an attendance of 7½ lakhs of spectators was registered. Progressive census shows that this figure is steadily mounting. The work in this branch of the Publicity work has so much increased that the appointment of a special Assistant became essential, and has been created.

A large number of posters by leading artists has been prepared for display in India and in the principal countries of the world focussing attention on the attractions which India has to offer to travellers and tourists. Following up these posters many attractive pamphlets have been written up by first class journalists and are now available in the leading Information and Travel Bureaux in India, Europe, America and other countries.

The production of the " Indian State Railways Magazine " commenced in the month of October 1927, and from the outset proved extremely popular. This publication is intended to be partly a publicity medium and partly to encourage the railwaymen of India to take a wider outlook on railway and general affairs; it contains a variety of articles on travel, archæology, shikar, transportation, welfare, fiction and natural history.

Upper and third class conducted tours and bazar specials have been run by several of the railways with considerable success and the extension of these is contemplated in the near future.

An intensive advertising campaign has been carried out in Great Britain and from the number of enquiries received regarding tours in India there can be no doubt that it has proved successful. This publicity was carried out jointly with the Peninsular and Oriental Company, who report that there has been an increase of 300 per cent. in their cold weather short period passenger traffic to India. Shortly after the inauguration of the Central Publicity Bureau, the need was felt for a representative in England for the purpose of giving information and advice to potential travellers at Home and to handle enquiries arising out of press propaganda. A Publicity Officer was appointed and temporary offices secured in the West end of London in which a State Railways Bureau was opened. There is no doubt that this



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3

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1, Pigsticking in India
2, Nainital
3, The Dance of the Yellow Sect
4, Jute—The Wealth of Bengal

departure has entirely justified itself and it has been decided that in 1929 a similar appointment will be created and an office opened in New York.

A brief account of the Publicity work on the principal railways is given below:--

Assam Bengal Railway.

A small pamphlet with photographs illustrating the handling of tea on the Railway at the jetties was printed and largely distributed to tea garden managers and tea agency houses in England and India to endeavour to show the advantages of shipping of tea from Assam direct to the United Kingdom.

Bengal-Nagpur Railway.

In addition to press advertisements, posters and pamphlets were issued during the year and others are under preparation. A film of the Rath Jatra Festival at Puri in 1927 has been shown by the Cinema Car at various stations and also at Cinema theatres throughout the country. In connection with the visit of British sea-planes to Rambha on the Chilka lakes in January 1928 pamphlets in the vernaculars were distributed in the surrounding districts informing people of the proposed visit of the sea-planes and of the special reduced return fares to Rambha. On the occasion of the Mahadeo Mela in the Central Provinces vernacular pamphlets were distributed advertising intending pilgrims of the conveniences provided by the Railway and of the reduction in fares for travelling to the Mela.

Bombay, Baroda and Central India Railway.

Two Christmas Tourist trains for residents in India, one for first class passengers and the other for second and third class passengers were run from Bombay; both trains were widely advertised and proved very successful.

Early in 1928 a Hospital fête on a large scale extending for a fortnight took place in Bombay. An attractive stall was provided by the Railway and was devoted to advertising the Electric Suburban Service and the advantages of living in the country. Cinema performances were given every ½ hour or even more frequently and the stall attracted much attention. An offer of free-season tickets for a year to purchasers of land adjoining the Railway met with a satisfactory response.

Close touch is maintained with the Indian Press and a large number of paragraphs and photographs have been published drawing attention to the facilities offered by this Railway. The vernacular papers are also assisting in the matter. 40,000 Gujerati pamphlets on the pilgrim centre of Dakor have been printed and circulated with the assistance of Government. 20,000 Gujerati and 20,000 Hindi pamphlets on Muttra have also been distributed. A large number of pictorial posters have been prepared dealing with the following subjects:—Muttra, the Peninsular and Oriental Punjab Express, Week-end concession tickets, Tourist resorts, etc. Advertisement cards are printed at frequent intervals in the railway press and distributed widely by post and hand. A number of postal circulars have been issued from time to time drawing attention to the numerous tourist centres and the advantages of a holiday in hill stations reached by this Railway. A number of enlarged photographs of places of interest on the Railway have been supplied to the American Express Company for display in their offices in America. About 5,000 packs of playing cards advertising the Railway have been designed and are on sale on trains and at bookstalls, clubs and hotels.

Eastern Bengal Railway.

In addition to press advertisements several posters and pamphlets were issued during the year and others are under consideration. A broad gauge cinema car was built and put into service in August 1927 and more than 150 exhibitions were given at different stations.

An excursion train at cheap fares was run in conjunction with the Darjeeling-Himalayan Railway from Sealdah to Kurseong and Darjeeling in June 1927 for upper class passengers and their servants. All the accommodation in the train was fully booked up some days before the running of the train. 146 upper class passengers were carried and the financial results were satisfactory. An account of a 3rd class conducted excursion and two Bazar Specials run on this railway is given in a separate paragraph.

East Indian Railway.

An intensive publicity campaign was carried on during the year by means of advertisements in the Press, pamphlets and folders, the travelling Cinema Car, handbills and pictorial menu cards.

The Poultry demonstration car visited 90 stations, where suitable lectures illustrated by lantern slides or cinema films were delivered and literature distributed.

Great Indian Peninsula Railway.

A reprint was issued of the Imperial Indian Mail booklet and of the vernacular leaflets dealing with Muttra, Nasik and Pandharpur—A booklet on Pachmari is now in the press and one on Mahableshwar is under preparation. A booklet was also issued on the ' Punjab Limited '. Special posters were issued in connection with 5-H-week fête, 3rd Class Excursion Tours, the Punjab Limited, Junnerdeo Fair and Wedding Specials. The Easter Holiday concessions were widely advertised, posters and hand bills being issued in English and three vernaculars.

The shows by the Cinema Car continued to be popular and the attendance has been very satisfactory. Displays were given at the following agricultural fairs : Burman (12 miles from Kareli station), Palwal, Muttra, Ahmadnagar and Kurduwadi. Each fair lasted about a week and films of agricultural interest were shown each night together with other films. Audiences numbered about 2,000 at each show. The Information Bureau continues to increase in popularity and a large number of over-seas tourists are entrusting their travel arrangements to it. Complete travel arrangements including reservation of hotel accommodation and sight seeing arrangements were made for several parties all of whom expressed their satisfaction for the help received.

Jodhpur Railway.

Notices were published in newspapers and posters were distributed in connection with the following fairs held on places adjacent to this railway :—

Ramdeo Fair at Runicha near Phalodi station; Cattle Fair at Parbatsar near Makrana station, Pir Pithoro Fair, Oderolal Fair near Khesano station and Chaitri Fair near Tilwara station.

North-Western Railway.

The Cinema Car visited 217 stations on the line, the total number of visitors being about 582,000. The films were obtained either through the Chief Publicity Officer or hired from film companies and consisted of educational, dramatic and comic films. Slides on Safety First and those giving publicity to railway concessions, etc., were also shown besides propaganda slides which included pictures of famous shrines.

An illustrated pamphlet in Gurmukhi was prepared to give publicity to the famous Sikh shrine at Nankana Sahab and a large number of copies were widely distributed among the Sikh community. Some of the Sikh papers reproduced the whole pamphlet in their issues. That this pamphlet served its purpose is shown by the fact that the number of pilgrims who travelled to Nankana Sahab by rail was 65,671 in 1927 as against 45,730 in 1926 and 55,000 in 1925. These figures are exclusive of pilgrims who travelled on foot or by motor lorries.

Visitors to the Demonstration Train

Two illustrated Folders entitled " Through the Khyber Pass " and " The Queen of our Hill stations (Simla)" were also widely distributed. Posters were issued during the year advertising Nankana Sahab, the Demonstration Train, the Punjab Limited, the Lahore-Lucknow Express, Lahore Christmas Week and the Khyber Pass. During the year under review hundreds of thousands of handbills were distributed in the areas concerned on the occasion of the opening of new lines or branch booking offices, the introduction of new train services and the granting of holiday concessions.

South Indian Railway.

A Publicity Branch was inaugurated on the 1st March 1927 under a whole time officer and considerable progress was made during the year in all branches of publicity work. Stimulation of pilgrim traffic especially engaged its attention. An advertising campaign was conducted with the object of attracting pilgrims to 12 selected festivals. Pamphlets on the more important pilgrim centres, " Conjeeveram and Tiruchendur," " Rameswaram and Chidambaram " and " Trichinopoly and Srirangam " were published in English, Hindi, Tamil and Telugu.

The concession fares granted to the holiday resorts in the south were advertised with good results. Black and white posters and booklets were issued to advertise cheap return fares to the Nilgiris and Tenkasi during the Congress and Christmas and Easter seasons. Illustrated pamphlets on the Nilgiri and Kodai Hills were widely distributed abroad as well as in India.

Special publicity work was organised during the Madras Congress week of 1927, a special enquiry office being opened during the period and a liberal distribution of propaganda literature being made. The advertising of the special trains and cheap return fares contributed in no small measure to the large returns received during the period. Enquiry offices of this nature were also opened during large festivals in or near temples and were found to be of great assistance to pilgrims.

92. Demonstration Trains.—An account was given in last year's report of the Eastern Bengal Railway Demonstration Train. This was the first Demonstration Train used in India. The train was again run for one month during the year under review from February 22nd to March 23rd, 1928. Several improvements were carried out in the light of the experience gained in the previous year and both the general public and the participating departments of the Government of Bengal were satisfied with the usefulness of the train. Sufficient charges were recovered from the participating departments to cover the running expenses.

The experiment of the Eastern Bengal Railway was followed by the introduction of a similar train on the North-Western Railway. This train was arranged in collaboration with the Punjab Government and the following departments participated :—

Agriculture, Veterinary, Co-operative Societies, Public Health and Industries.

The aim of the train was to educate and impart knowledge of modern productive methods to the rural community of the Punjab. Six third class bogies were converted into Demonstration cars in which proper exhibits relating to the activities of each department were shown. A separate car was furnished by the North-Western Railway and contained exhibits pertaining to railway activities. The train toured throughout the Punjab from December 2nd 1927, to March 14th 1928, visiting 69 important rural centres and travelling a distance of nearly 4,500 miles. The success of the tour surpassed all expectations and public opinion was unanimous that the train served a most useful purpose.

93. Eastern Bengal Railway Third Class Conducted Excursion And Bazar Specials.—In October 1927 a cheap 3rd class conducted excursion limited to 700 passengers was arranged from 4 stations on the Goalundo Section

of the Eastern Bengal Railway to Calcutta. The average distance of the stations to Calcutta was 128 miles and a lump sum fare of Rs. 4 per passenger was charged. This fare included 3rd class conveyance by special train to Calcutta and back, the cost of conveyances in Calcutta, gate money at the principal places of interest, Puja fee at Kalighat, a free cinema show by the railway cinema and three meals. Out of the 639 passengers, 619 had never visited Calcutta before and 130 had never performed a railway journey. The value of the excursion lay in publicity and good will secured rather than the immediate financial gain.

In January 1928 a similar excursion limited to 100 passengers was run from Calcutta to Kamakhya, a place of Hindu pilgrimage reached *viâ* Amingaon. No special train was arranged on this occasion, the pilgrims being carried in two bogie carriages attached to the Assam Mail. The demand for tickets exceeded the supply and the excursion was most successful in every way.

Another experiment undertaken by the Eastern Bengal Railway was the running of two Trade or Bazar Specials, the Pujah Bazar Special in September 1927, and the Winter Bazar Special in December 1927. Each train consisted of seven third class carriages specially adapted for use as travelling shops, a catering car, an electric charging van and a cinema car. Space in the travelling shops was let to firms who did profitable business in the course of the 30 days during which each train toured over the Broad Gauge system. On the first occasion some difficulty was experienced in letting out the available accommodation, such a train being an innovation and looked upon somewhat doubtfully by the trade. The success achieved, however, was so pronounced that on the second occasion the demand for space was considerably more than the supply. Although direct profit was not the aim, yet in framing the scale of charges payable by firms for space in the train, care was taken to keep the rates high enough to obviate any justifiable complaint from local traders as to preferential treatment being given to the firms participating in the train.

94. Anti-Malarial Work.—In many cases there are opportunities for intensive malarial work in railway settlements and the Railway Board have recently referred the whole question for consideration by the Standing Committee of Railway Medical Officers.

Eastern Bengal Railway.—This railway has submitted a detailed scheme for the reorganisation of their medical service and in connection with this scheme a special post of Malariologist has been created. Special Malaria Medical Officers have been posted at Calcutta, Khulna, Paksey and Saidpur. Anti-malarial measures were taken during the year based on previous experience as well as on the advice of experts from the Tropical School of Medicine, Calcutta. A special investigation of the larvae inhabiting every tank, stream and burrow pit within the railway area was carried out on the Saidpur District and malarial diagrams of all station yards were prepared by the District Medical Officer, Saidpur, who established the fact that a gigas tribe of mosquito formely supposed to be entirely a hill breeder could occasionally be found in the plains. The larvae identified by him were confirmed at the Tropical School of Medicine at Calcutta. In consequence of the experience gained from the special investigation on the Saidpur District and with the introduction of intensive anti-malarial measures all over the Railway under the supervision of the Malariologist, it is expected that there will be a substantial reduction in sickness among the staff from malaria during the next year.

Assam Bengal Railway.—Anti-Malarial work and campaign against Kala Azar was continued by the Medical Department and the results obtained were satisfactory. The portion of the railway situated in Upper Assam, especially the Lumding district, still has a bad name for unhealthiness with the staff. An X-Ray apparatus was installed in the Cottage Hospital at Chittagong and has frequently proved its usefulness since erected.

Interior of Demonstration Train (Public Health Car)

Bengal-Nagpur Railway.—A post of a Malariologist was created from February 1st, 1928, and measures have been taken to combat malaria in those areas where its incidence is greatest. In the Raipur-Vizianagram Construction special attention has been paid from the beginning to the southern stretch from the Madras frontier to Parvatipuram owing to the virulent type of malaria which was prevalent there, and an anti-malarial campaign was organised to give protection to the staff and labour working on the construction. The efforts to combat this disease have met with great success and the condition of this area remained good during the year. In the Saranda tunnel works although the results were not so good as in 1926-27 the amount of malaria was not sufficient to hamper the work of the construction. At Dangoaposi station the anti-malarial drains were almost completely obliterated when the yard was washed out and the line breached in August 1927. There was a short outbreak of malaria in consequence but the drains have since been repaired and the oiling resumed.

Bombay, Baroda and Central India Railway.—Larval destruction has been carried out as far as possible on the Bombay section and though the results are not entirely satisfactory the number of admissions for malaria in Grant Road and Parel Dispensaries were slightly less for the year. It is realised, however, that the conversion of all malarial places into non-malarial places can be effected only by a complete metamorphosis in the character of the site which can only occur in the course of the next decade. During inspection rounds 40 female anophelines were caught in gangmen's chawls between Parel and Santa Cruz, out of which 31 were A. Subpictus, 5 were A. Stephensi, 3 were A. Vagus and 1 was A. Culcifacies. The upper subordinates would not tolerate the domiciliary visits by an outside inspector although asked to do so by the Medical Officer in the interests of anti-malarial work, hence a systematic inspection of the quarters could not be made. During the dry season the staff was only sufficient to do the fringe work of the whole area from Colaba to Santa Cruz but in the wet season the area could hardly be covered once a fortnight. From November 1927 to March 1928 about 3,000 cubic feet of hollows and depressions were filled in by the Medical Department during spare hours. 2½ cwt. of Paris Green and 3 tons of crude oil were used as larvicides during the year.

Great Indian Peninsula Railway.—Anti-malarial measures have been continued as in former years. These consist of filling in or draining swamps and collections of water where malaria carrying mosquitoes have been discovered and spraying with oil such collections of water which could not otherwise be dealt with. At important centres there are inspectors charged with the duty of searching out actual and likely breeding places and action is being taken to prevent the spread of infection by mosquitoes. The measures are carried out in close co operation with the local authorities.

Madras and Southern Mahratta Railway.—Malaria while not so severe as on some of the other Railways, accounts for a great deal of time lost in consequence of illness. It is particularly bad in the Guntakal District and between Hubli and Collem, causing at times definite difficulty in carrying on the running of trains on the Ghat section between Castle Rock and Collem. It is intended during the coming year to depute a member of the Medical Department to study the most recent methods of mosquito control at Kasauli with a view to undertaking if possible more efficient methods of malaria prevention in some of the worst affected areas.

His Exalted Highness the Nizam's Guaranteed State Railways.—Infection from malaria during the year was less than usual and the incidence of this disease was not serious, although malaria still causes more sickness than any other single disease. In addition to the customary measures taken to prevent or minimise the disease, copies of the book entitled " Malaria " by Knowles and R. Senior White were distributed among members of the Medical Department. Many of the yards on the system which were formerly hot beds of malaria are now almost free consequent on the burrow pits at these places having been filled with ashes. In burrow pits, drains and swamps

which it was not possible to fill with ashes, mosquito larvæ-eating fish were introduced. For the local type of malaria cinchona febrifuge has been found extremely useful and during the year 252 lbs. of this substance and 40 lbs. of quinine sulphate was used. Intra-muscular or intervenous injection of quinine was found to be most efficacious and safe and a new treatment has recently been started by a substance named plasmoquin.

North-Western Railway.—Pools and drains were oiled and depressions where water lodged were filled up at a number of stations. No regular campaign of anti-malarial measures has yet been in operation but it is proposed to institute a campaign in the near future when the necessary staff have been secured.

95. Distinguished Visitors.—During the year under review India was honoured by the visit of Their Majesties the King and Queen of Afghanistan on their way to Europe, and by a short sojourn in Calcutta just after Christmas by His Highness the Prime Minister of Nepal. Their Afghan Majesties travelled from Chaman to Karachi by rail in a train specially built for the purpose in record time by the North-Western Railway, and thence to Bombay by sea.

In addition to these distinguished visitors the Railway Administrations had also to make arrangements for the long and extensive tours of the Royal Commission on Agriculture and later in the year for the first visit of the Indian Statutory Commission. Every endeavour was made to provide for the Commissioners as much comfort and convenience during their journey as possible, and the Agricultural Commission in a special letter to the Railway Board expressed their high appreciation of the assistance rendered by the railways in making their tour a success.

Drawing Room of His Majesty the King of Afghanistan's Train

APPENDIX A.

List showing Railways in India alphabetically arranged under each gauge according to system of working.

[NOTE.—The railways under construction or sanctioned for construction on the 31st March 1928, are shown in italics.]

Name of Railway.	Working or Constructing Agency.
I.—STATE LINES WORKED BY THE STATE.	
5′ 6″ gauge.	
Eastern Bengal	Eastern Bengal Railway.
East Indian	East Indian Railway.
Great Indian Peninsula	Great Indian Peninsula Railway.
North Western	North Western Railway.
South Bihar*	East Indian Railway.
3′ 3⅜″ gauge.	
Aden	Aden Railway.
Cawnpore-Burhwal Link	East Indian Railway.
Eastern Bengal	Eastern Bengal Railway.
2′ 6″ gauge.	
Eastern Bengal	Eastern Bengal Railway.
Kalka-Simla	North Western Railway.
Kangra Valley	
Kohat-Thal	
Trans-Indus (Kalabagh-Bannu)	
Zhob Valley (Khanai-Hindubagh Killa Saifulla)	
2′ 0″ gauge.	
Dera Ismail Khan-Tank Decauville	North Western Railway.
Jorhat (Provincial)	MacNeill & Co.
II.—STATE LINES WORKED BY COMPANIES.	
5′ 6″ gauge.	
Bengal-Nagpur	Bengal Nagpur Railway Company.
Bezwada Extension	Nizam's Guaranteed State Railways Company.
Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.
Kolar Gold-fields	Madras and Southern Mahratta Railway Company.
Madras and Southern Mahratta	
South Indian	South Indian Railway Company.
3′ 3⅜″ gauge.	
Alnavar-Dandeli (Provincial)	Madras and Southern Mahratta Railway Company.
Alon-Ye-U	Burma Railways Company.
Assam-Bengal	Assam Bengal Railway Company.
Bangalore-Harihar	Madras and Southern Mahratta Railway Company.
Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.
Burma	Burma Railways Company.
Burma Extensions	
Dhone-Kurnool	Madras and Southern Mahratta Railway Company.
Dronachellam (Dhone) Kurnool Extension.	Nizam's Guaranteed State Railways Company.
Hindupur (Yesvantpur-Mysore Frontier).	Madras and Southern Mahratta Railway Company.
Jodhpur-Hyderabad (British Section).†	Jodhpur Durbar.

* Although a leased line, it is, for convenience, shown under the head "State lines worked by the State".

† The Indian State Section of this railway forms an integral part of the Jodhpur Railway. This line is worked by the administration of the Jodhpur Railway.

Name of Railway.	Working or Constructing Agency.
II.—STATE LINES WORKED BY COMPANIES—*concld.*	
3′ 3⅜″ gauge—*concld.*	
Lucknow-Bareilly	Rohilkhund and Kumaon Railway Company.
Madras and Southern Mahratta	Madras and Southern Mahratta Railway Company.
Moulmein-Ye	Burma Railways Company.
Nilgiri	South Indian Railway Company.
Palanpur-Deesa.*	Bombay, Baroda and Central India Railway Company.
Pegu-Kayan	Burma Railways Company.
Pyinmana-Taungdwingyi	Burma Railways Company.
Taungdwingyi-Kyaukpadaung	Burma Railways Company.
South Indian	South Indian Railway Company.
Southern Shan States	Burma Railways Company.
Travancore (British Section)	South Indian Railway Company.
Travancore (Indian State Section).†	South Indian Railway Company.
Tirhoot	Bengal and North Western Railway Company.
2′ 6″ gauge.	
Broach-Jambusar	Bombay, Baroda and Central India Railway Company.
Morappur-Hosur	South Indian Railway Company.
Purulia-Ranchi	Bengal Nagpur Railway Company.
Raipur-Dhamtari	Bengal Nagpur Railway Company.
Satpura	Bengal Nagpur Railway Company.
Tirupattur-Krishnagiri	South Indian Railway Company.
2′ 0″ gauge.	
Tumsar-Tirodi Light	Bengal Nagpur Railway Company.
III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.	
(A) Worked by the Branch Line Company.	
2′ 6″ gauge.	
Ahmadpur-Katwa	Ahmadpur-Katwa Railway Company.
Bankura-Damoodar River	Bankura-Damoodar River Railway Company.
Burdwan-Katwa	Burdwan-Katwa Railway Company.
Futwah-Islampur	Futwah-Islampur Railway Company.
Kalighat-Falta	Kalighat-Falta Railway Company.
(B) Worked by the Main Line.	
5′ 6″ gauge.	
Hardwar-Dehra	East Indian Railway.
3′ 3⅜″ gauge.	
Chapamukh-Silghat‡	Assam-Bengal Railway Company.
Katakhal-Lalabazar‡	Assam-Bengal Railway Company.
2′ 6″ gauge.	
Dasghara-Jamalpurgunj	Bengal Provincial Railway Company.
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.	
5′ 6″ gauge.	
Amritsar-Patti	North Western Railway.
Hoshiarpur-Doab (Jullundur-Mukerian).	North Western Railway.

* This line is owned jointly by Government and the Palanpur Durbar.

† Although for convenience classed among State railways, this line is the property of the Travancore Durbar.

‡ Also receives a subsidy from the Assam Government.

Name of Railway.	Working or Constructing Agency.
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE—*contd.*	
5′ 6″ gauge—*concld.*	
Hoshiarpur-Doab (Phagwara-Rahon)	North Western Railway.
Mandra-Bhaun	North Western Railway.
Sara-Sirajganj	Eastern Bengal Railway.
Sialkot-Narowal	North Western Railway.
Southern Punjab (Main Line)	North Western Railway.
Southern Punjab (Jullundur-Doab)	North Western Railway.
Southern Punjab (Ludhiana Extension).	North Western Railway.
Southern Punjab (Sutlej Valley)	North Western Railway.
Tapti Valley	Bombay, Baroda and Central India Railway Company.
3′ 3⅜″ gauge.	
Ahmedabad-Parantij	Bombay, Baroda and Central India Railway Company.
2′ 6″ gauge.	
Champaner-Shivrajpur-Pani Light	Bombay, Baroda and Central India Railway Company.
Dhond-Baramati	Great Indian Peninsula Railway.
Ellichpur-Yeotmal	Great Indian Peninsula Railway.
Godhra-Lunavada	Bombay, Baroda and Central India Railway Company.
Jacobabad-Kashmor	North Western Railway.
Khulna-Bagerhat	Eastern Bengal Railway.
Larkana-Jacobabad	North Western Railway.
Mayurbhanj	Bengal Nagpur Railway Company.
Nadiad-Kapadvanj	Bombay, Baroda and Central India Railway Company.
Pachora-Jamner	Great Indian Peninsula Railway.
Pulgaon-Arvi	Great Indian Peninsula Railway.
2′ 0″ gauge.	
Darjeeling-Himalayan Extensions	Darjeeling-Himalayan Railway Company.
V.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.	
3′ 3⅜″ gauge.	
Jamnagar-Dwarka†	Jamnagar and Dwarka Railway Company.
Mymensingh-Bhairab Bazar	Assam-Bengal Railway Company.
VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.	
3′ 3⅜″ gauge.	
Bengal and North Western*	Bengal and North-Western Railway Company.
Bengal-Dooars Extensions*	Bengal Dooars Railway Company.
Mirpur Khas Jhudo*	Jodhpur Durbar.
Mirpur Khas Khadro*	Jodhpur Durbar.
Rohilkund and Kumaon	Rohilkund and Kumaon Railway Company.
2′ 6″ gauge.	
Barsi Light*	Barsi Light Railway Company.
Dehri-Rohtas Light	Dehri-Rohtas Light Railway Company.
Shahdara (Delhi) Saharanpur Light.*	Shahdara (Delhi) Saharanpur Light Railway Company.
2′ 0″ gauge.	
Matheran Light	Matheran Light Railway Company.

* Receives land only from Government.
† Jamnagar Dwarka Railway financed only on rebate terms given by the Durbar.

Name of Railway.	Working or Constructing Agency.
VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.	
3′ 3⅜″ gauge.	
Dibru-Sadiya	Assam Railways and Trading Company.
2′ 0″ gauge.	
Darjeeling-Himalayan	Darjeeling-Himalayan Railway Company.
VIII.—UNASSISTED COMPANIES' LINES.	
3′ 3⅜″ gauge.	
Ledo and Tikak-Margherita Colliery.	Assam Railways and Trading Company.
2′ 6″ gauge.	
Bengal Provincial	Bengal Provincial Railway Company.
Jessore-Jhenidah	Jhenidah Railway Syndicate.
Singri-Panchnoi River	Singri Panchnoi River Tramway Company.
2′ 0″ gauge.	
Jagadhri Light	Jagadhri Light Railway Company.
Kulasekarapatnam Light	East India Distilleries and Sugar Factories Limited of Madras.
Tirupati-Tiruchanur Light	Tirupati-Tiruchanur Light Railway Company.
Trivellore Light	T. N. Chetty & Sons, Madras.
IX.—DISTRICT BOARD LINES.	
5′ 6″ gauge.	
Suramangalam-Salem	South Indian Railway Company.
Tenali-Repalle	Madras and Southern Mahratta Railway Company.
3′ 3⅜″ gauge.	
Bezwada-Masulipatam	Madras and Southern Mahratta Railway Company.
Podanur-Pollachi Tanjore District Board Tinnevelly-Tirchendur	South Indian Railway Company.
X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARD.	
3′ 3⅜″ gauge.	
Bengal Dooars	Bengal Dooars Railway Company.
2′ 6″ gauge.	
Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.
Baraset-Basirhat Light	Baraset-Basirhat Light Railway Company.
Bukhtiarpur-Bihar Light	Bukhtiarpur Bihar Light Railway Company.
Tezpore-Balipara Light	Tezpore-Balipara Light Railway Company.
2′ 0″ gauge.	
Howrah-Amta Light	Howrah-Amta Light Railway Company.
Howrah-Sheakhala Light	Howrah-Sheakhala Light Railway Company.
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.	
3′ 3⅜″ gauge.	
Bhavnagar State	Bhavnagar Durbar.
Bikaner State	Bikaner Durbar.
Gondal	Gondal Durbar.
Jetalsar-Rajkot	Gondal Railway.
Jodhpur	Jodhpur Durbar.

Name of Railway.	Working or Constructing Agency.
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES—*concld.*	
3′ 3⅜″ gauge—*concld.*	
Junagad State	Junagad Durbar.
Khijadiya-Dhari	Gondal Railway.
Morvi	Morvi Durbar.
Mysore	Mysore Durbar.
Porbandar State	Porbandar Durbar.
Udaipur-Chitorgarh	Mewar Durbar.
2′ 6″ gauge.	
Bodeli-Chhota Udaipur	Baroda Durbar.
Cutch State	Cutch Durbar.
Dholpur-Bari	Dholpur Durbar.
Gaekwar's Baroda State	Baroda Durbar.
Kolar District	Mysore Durbar.
Mohari-Barauli	Dholpur Durbar.
2′ 0″ gauge.	
Gwalior Light	Gwalior Durbar.
Pipar-Bilara Light	Jodhpur Durbar.
Tarikere-Narasimharajapura Light	Mysore Durbar.
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.	
5′ 6″ gauge.	
Bahawalnagar-Cholistan (Indian State Section).	North Western Railway.
Bhopal Itarsi (Indian State Section).	Great Indian Peninsula Railway.
Bhopal-Ujjain	
Bina-Goona-Baran	
Jammu and Kashmir (Indian State Section).†	North Western Railway.
Jind-Panipat (Indian State Section).‡	
Karepalli-Kothagudium	Nizam's Guaranteed State Railways Company.
Kazipet-Balharshah	
Khanpur-Chachran	North Western Railway.
Ludhiana-Dhuri-Jakhal	
Nagda-Ujjain	Bombay, Baroda and Central India Railway Company.
Petlad-Cambay (Anand-Tarapur Section).	
Petlad-Cambay (Tarapur-Cambay Section).	
Rajpura-Bhatinda	North Western Railway.
Sirhind-Rupar	
3′ 3⅜″ gauge.	
Cooch Behar State	Eastern Bengal Railway.
Dhrangadra	Bombay, Baroda and Central India Railway Company.
Gaekwar's Mehsana	
Hingoli Branch	Nizam's Guaranteed State Railways Company.
Jaipur State	Bombay, Baroda and Central India Railway Company.
Jamnagar	Jamnagar and Dwarka Railway Company.
Kolhapur State	Madras and Southern Mahratta Railway Company.
Okhamandal	Jamnagar and Dwarka Railway Company.
Palanpur-Deesa.§	Bombay, Baroda and Central India Railway Company.
Parbhani to Purli	Nizam's Guaranteed State Railways Company.

† The British section of this railway forms an integral part of the North Western Railway.
‡ The section of this railway in British territory forms an integral part of the North Western Railway.
§ This line is owned jointly by Government and the Palanpur Durbar.

Name of Railway.	Working or Constructing Agency.
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—*concld.*	
3′ 3⅜″ gauge—*concld.*	
Sangli State	Madras and Southern Mahratta Railway Company.
Secunderabad-Gadwal	Nizam's Guaranteed State Railways Company.
Shoranur-Cochin	South Indian Railway Company.
2′ 6″ gauge.	
Jhagadia-Thawe Road*	Bombay, Baroda and Central India Railway Company.
Piplod Devgad-Baria	Bombay, Baroda and Central India Railway Company.
Parlakimedi Light	Bengal Nagpur Railway Company.
Rajpipla State	Bombay, Baroda and Central India Railway Company.
XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.	
5′ 6″ gauge.	
Nizam's Guranteed State	Nizam's Guaranteed State Railways Company.
3′ 3⅜″ gauge.	
Hyderabad-Godavari Valley	Nizam's Guaranteed State Railways Company.
2′ 6″ gauge.	
Bangalore-Chick Ballapur Light	Mysore Durbar.
XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.	
3′ 3⅜″ gauge.	
Peralam-Karaikkal	South Indian Railway Company.
Pondicherry	South Indian Railway Company.
West of India Portuguese	Madras and Southern Mahratta Railway Company.

* Closed for traffic from 25th July 1927.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought upto date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, four (the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925) and Great Indian Peninsula Railways) are owned and worked by the State; six (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian and Burma) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkhund and Kumaon and Southern Punjab) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi Umballa Kalka Railway which was purchased by the Secretary of State on 31st March 1926.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line, with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to

this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Naihati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkhund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkhund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operation were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of

approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at 2½ per cent. was guaranteed on the share capital raised by the company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Railways Company is terminable by the Secretary of State in 1928, or on subsequent occasions, on repayment of the company's capital at par.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, Oudh and Rohilkhand and Sind-Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by State from those dates.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkhund and Kumaon Railway. (The Rohilkhund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western, and	927 miles.
North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction and Deputy Secretary and *ex-officio* Director of Stores.
(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
(3) Two Under-Secretaries.
(4) Two Assistant Secretaries.
(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing

and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.

3 Assistant Secretaries; one each for Establishment, Construction and Traffic.

1 Registrar.

1 Director of Railway Construction.

1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as now constituted consists of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being

Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board is now divided on the basis of subjects and not on a territorial basis. One Member deals with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acts as *ex-officio* Secretary to the permanent Standardisation Committees which have been appointed to deal progressively with all questions of standards of equipment.

The present superior staff under the Railway Board, therefore, consists of 5 Directors, 4 Deputy Directors, a Technical Officer, 2 Assistant Directors, a Secretary and a Deputy Secretary

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a difinite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(*i*) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(*ii*) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of Financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(*i*) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(*ii*) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(*iii*) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(*iv*) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(*i*) That money had been raised which the Government of India was unable to furnish.

(*ii*) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(*iii*) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee require to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked

for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are " successful," that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less " prosperous " Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expresesd by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the

matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5(*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line," the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution are not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposals that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	3	3	5	4	3	4	7	7	4	3	4	4	7	5	7	8	5	4	7*	7	1	1	3	3	2*	2	58	55
1·02. Statutory Indians—																												
(*a*) Hindus	..	..	1	2	..	..	..	..	..	..	..	..	1	1	..	..	2	2	..	..	..	..	1	2	..	..	5	7
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(*c*) Anglo-Indians	..	..	1	1	..	..	1	1	1	1	..	..	3	2	1	..	..	..	..	..	..	..	..	..	..	..	7	5
(*d*) Other classes	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	3	3
(*e*) Total	..	..	2	3	..	..	1	1	2	2	..	..	5	4	2	1	2	2	2	2	..	..	1	2	..	..	17	17
1·03. Grand total	3	3	7	7	3	4	8	8	6	5	4	4	12	9	9	9	7	6	9*	9	1	1	4	5	2*	2	75	72
2. *Engineering Department*—																												
2·01. Europeans	20	19	67	69	21	21	51	44	33	34	31	36	79	64	71	77	47	47	87*	75	5	5	51	46	19	22	582*	559
2·02. Statutory Indians—																												
(*a*) Hindus	4	5	10	16	2	2	12	12	1	3	17	17	41	45	8	9	20	18	48*	47	..	..	25	23	1	..	189*	197
(*b*) Muslims	2	2	2	2	..	..	..	..	..	1	..	..	5	6	4	2	..	1	9	8	..	..	2	2	..	..	24	24
(*c*) Anglo-Indians	3	3	8	10	..	..	3	3	10	6	2	2	6	17	3	2	2	3	16	18	..	..	1	2	1	1	55	67
(*d*) Other classes	..	..	..	2	..	..	4	4	..	..	2	3	4	5	6	7	..	..	2	8	..	..	3	1	1	..	22	30
(*e*) Total	9	10	20	30	2	2	19	19	11	10	21	22	56	73	21	20	22	22	75*	81	..	..	31	28	3	1	290*	318
2·03. Grand total	29	29	87	99	23	23	70	63	44	44	52	58	135	137	92	97	69	69	102*	156	5	5	82	74	22	23	872*	877
3. *Transportation*—																												
3·01. Europeans	9	10	32	32	11	12	30	29	26	27	22	19	32	37	42	43	23	22	44*	41	Included under Commercial		14	13	11*	15	296*	300
3·02. Statutory Indians—																												
(*a*) Hindus	1	1	11	10	2	2	6	5	..	..	9	10	5	6	2	2	6	6	9	11	..	..	5	6	1	2	57	61
(*b*) Muslims	1	1	3	3	..	..	1	2	..	..	3	4	6	7	1	1	..	..	8	7	..	..	..	..	1	1	24	26
(*c*) Anglo-Indians	2	2	1	2	..	..	2	2	1	1	1	5	14	10	3	3	3	3	1	2	..	..	1	1	..	1	29	32
(*d*) Other classes	..	..	..	..	..	..	5	5	5	5	..	..	1	1	..	..	..	..	2	1	..	..	..	..	..	..	13	12
(*e*) Total	4	4	15	15	2	2	14	14	6	6	13	19	26	24	6	6	9	9	20	21	..	..	6	7	2	4	123	131
3·03 Grand total	13	14	47	47	13	14	44	43	32	33	35	38	58	61	48	49	32	31	64*	62	..	..	20	20	13*	19	419*	431

4. *Commercial*—																														
4·01. Europeans	1	..	Included under Transportation.		4	3	Included under Transportation.						4	5	14	15	Included under Transportation.		7	8	2	2	5	5	..	..	37	38
4·02. Statutory Indians—																														
(*a*) Hindus	..	..			..	..							1	1	8	8			..	1	..	..	4*	5	..	..	13*	15
(*b*) Muslims	..	..			..	..							..	..	..	..			2	3	1	1	..	..	..	..	3	4
(*c*) Anglo-Indians	..	..			..	..							15	10	4	3			1	1	..	..	..	..	..	..	20	14
(*d*) Other classes	..	..			..	..							..	..	..	..			..	1	..	..	..	..	..	..	..	1
(*e*) Total	..	..			..	..							16	11	12	11			3	6	1	1	4*	5	..	..	36*	34
4·03. GRAND TOTAL	1	..			4	3							20	16	26	26			10	14	3	3	9*	10	..	..	73*	72
5. *Mechanical Engineering*—																														
5·01. Europeans	8	8	28	25	11	14	31	32	17	20	17	21	41	44	31	25	24	23	46*	44	3	2	16	19	5*	3	278*	260
5·02. Statutory Indians—																														
(*a*) Hindus	1	..	1	1	..	..	1	1	.	..	1	1	4	5	3	5	..	..	2	2	..	..	1	1	..	..	14	16
(*b*) Muslims	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	..	..	1	2
(*c*) Anglo-Indians	..	..	..	..	..	..	..	1	1	1	1*	2	1		..	..	..	..	1	2	..	..	..	..	..	..	4*	9
(*d*) Other classes	..	..	..	..	..	..	..	..	..	..	2	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	3	3
(*e*) Total	1	1	1	1	..	..	1	2	1	1	4*	5	6	9	4	5	..	..	3	5	..	..	1	1	..	..	22*	30
5·03. GRAND TOTAL	9	9	29	26	11	14	32	34	18	21	21*	26	47	53	35	30	24	23	49*	49	3	2	17	20	5*	3	300*	310
6. *Stores Department*—																														
6·01. Europeans	1	1	6	6	2	1	7	6	1	1	2	2	8	5	7	5	7	7	7	7	..	..	3	3	..	1	51	45
6·02. Statutory Indians—																														
(*a*) Hindus	..	..	1	1	..	..	..	1	2	2	1	1	..	1	..	..	..	..	2	3	..	..	..	1	..	..	6	10
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
(*c*) Anglo-Indians	..	1	1	1	..	1	..	..	1	1	3	3	1	3	1	1	..	..	1	1	..	..	2	2	1	1	11	15
(*d*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*e*) Total	..	1	2	2	..	1	..	1	3	3	4	4	1	4	1	2	1	1	3	4	..	..	2	3	1	1	18	27
6·03. GRAND TOTAL	1	2	8	8	2	2	7	7	4	4	6	6	9	9	8	7	8	8	10	11	..	..	5	6	1	2	69	72
7. *Other Departments*—																														
7·01. Europeans	11	11	24	23	9	9	22	22	13	11	2	2	55	53	20	17	22	22	3*	4	1	1	13	13	19*	20	214*	208
7·02. Statutory Indians—																														
(*a*) Hindus	4	5	4	5	1	1	2	2	1	2	8	8	8	15	4	4	2	3	17	20	2	2	4	5	8*	6	65*	78
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	1	3	3	..	..	..	..	1	1	..	..	..	..	..	1	4	6
(*c*) Anglo-Indians	1	1	1	2	..	..	4	4	..	..	4	4	15	11	3	5	2	3	1*	..	..	..	..	..	9*	10	40*	40
(*d*) Other classes	..	..	..	..	..	..	6	6	..	..	..	..	..	..	2	2	2	2	1*	1	..	..	..	..	1*	1	12	12
(*e*) Total	5	6	5	7	1	1	12	12	1	2	12	13	26	29	9	11	6	8	20*	22	2	2	4	5	18*	18	121*	136
7·03. GRAND TOTAL[1]	16	17	29	30	10	10	34	34	14	13	14	15	81	82	29	28	28	30	23*	26	3	3	17	18	37*	38	185*	344

* Revised figures.

APPENDIX F—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. *Total*—																												
8·01. Europeans	53	52	162	159	61	64	148	140	94	96	78	84	226	213	102	100	128	125	201*	186	12	11	105	102	56*	63	1,516*	1,485
8·02. Statutory Indians—																												
(*a*) Hindus	10	11	28	35	5	5	21	21	4	7	36	37	60	74	25	28	30	29	78*	84	2	2	40*	43	10*	8	349*	384
(*b*) Muslims	3	4	5	5	..	..	1	2	..	1	3	5	15	17	6	4	..	1	21	21	1	1	2	2	1	2	58	65
(*c*) Anglo-Indians	6	7	12	16	..	1	10	11	14	10	11*	16	55	56	15	14	7	9	21*	24	..	..	4	5	11*	13	166*	182
(*d*) Other classes	..	..	..	2	..	..	15	15	6	6	4	5	6	7	9	10	3	3	6*	12	..	..	3	1	2*	1	54	62
(*e*) Total	19	22	45	58	5	6	47	49	24	24	54*	63	136	154	55	56	40	42	126*	141	3	3	49*	51	24*	24	627*	693
8·03. Grand total	72	74	207	217	66	70	195	189	118	120	132*	147	362	367	247	246	168	167	327*	327	15	14	154*	153	80*	87	2,143	2,178
9. *Increase + Decrease*—																												
9·01. Europeans	..	—1	..	—3	..	+3	..	—8	..	+2	..	+6	..	—13	..	—2	..	—3	..	—15	..	—1	..	—3	..	+7	..	—31
9·02. Statutory Indians—																												
(*a*) Hindus	..	+1	..	+7	..	..	..	..	..	+3	..	+1	..	+14	..	+3	..	—1	..	+6	..	..	..	+3	..	—2	..	+35
(*b*) Muslims	..	+1	..	..	..	..	..	+1	..	+1	..	+2	..	+2	..	—2	..	+1	..	..	..	..	..	..	..	+1	..	+7
(*c*) Anglo-Indians	..	+1	..	+4	..	+1	..	+1	..	—4	..	+5	..	+1	..	—1	..	+2	..	+3	..	..	..	+1	..	+2	..	+16
(*d*) Other classes	..	..	..	+2	..	..	..	..	..	..	..	+1	..	+1	..	..	..	..	..	+6	..	..	..	—2	..	—1	..	+8
(*e*) Total	..	+3	..	+13	..	+1	..	+2	..	..	..	+9	..	+18	..	+1	..	+2	..	+15	..	..	..	+2	..	..	..	+66
9·03. Grand total	..	+2	..	+10	..	+4	..	—6	..	+2	..	+15	..	+5	..	—1	..	—1	..	..	..	—1	..	—1	..	+7	..	+35
10. *Percentage of total*—																												
10·01. Europeans	73·6	70·2	78·3	73·3	92·4	91·4	75·9	74·1	79·7	80·0	58·6	57·1	62·4	58·0	77·7	77·2	76·2	74·8	61·5	56·9	80·0	75·6	68·2	66·7	70·0	73·0	70·7	68·2
10·02. Statutory Indians—																												
(*a*) Hindus	13·9	14·9	13·5	16·1	7·6	7·2	10·8	11·1	3·4	5·8	27·1	25·2	16·6	20·2	10·1	11·4	17·8	17·4	23·9	25·7	13·3	14·3	26·0	28·1	12·5	9·0	16·3	17·6
(*b*) Muslims	4·2	5·4	2·4	2·3	..	..	0·5	1·1	..	0·9	2·3	3·4	4·1	4·6	2·4	1·6	..	0·6	6·4	6·4	6·7	7·1	1·3	1·3	1·3	2·3	2·7	3·0
(*c*) Anglo-Indians	8·3	9·5	5·3	7·4	..	1·4	5·1	5·8	11·8	8·3	9·0	10·9	15·2	15·3	6·1	5·7	4·2	5·4	6·4	7·3	..	..	2·6	3·3	13·7	14·6	7·8	8·4
(*d*) Other classes	..	..	..	0·9	..	..	7·7	7·9	5·1	5·0	3·0	3·4	1·7	1·9	3·7	4·1	1·8	1·8	1·8	3·7	..	..	1·9	0·6	2·5	1·1	2·5	2·8

* Revised figures.

APPENDIX F—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1928 as compared with 1st April 1927.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		B. B		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	..	..	3	3	3	3	1	1	..	..	2	..	..	..	..	..	9	7
1·02. Statutory Indians—																										
(*a*) Hindus	4	3	4	4	1	1	2	4	5	5	8	8	13	13	2	2	3	3	7	7	1	1	4	4	54	55
(*b*) Muslims	..	..	..	..	..	..	3*	3	..	..	..	..	1	..	..	..	..	..	2	..	..	..	..	..	6*	3
(*c*) Anglo-Indians	1	1	2	2	1	1	2	2	5	4	..	..	..	..	4	4	1	1	2	3	..	..	1	1	19	19
(*d*) Other classes	..	..	..	..	..	..	7*	6	..	2	..	..	..	..	4	4	..	..	1	2	..	..	..	..	12*	14
(*e*) Total	5	4	6	6	2	2	14*	15	10	11	8	8	14	13	10	10	4	4	12	12	1	1	5	5	91*	91
1·03. Grand total	5	4	6	6	2	2	14*	15	10	11	11	11	17	16	11	11	4	4	14	12	1	1	5	5	100*	98
2. *Engineering Department*—																										
2·01. Europeans	1	1	11	11	4	2	9	12	..	..	10*	8	50	58	26	26	12	13	40	36	2	3	8	6	173*	176
2·02. Statutory Indians—																										
(*a*) Hindus	8	8	84	65	4	4	81	71	40	57	32	37	153	140	69	98	15	12	161	150	..	..	28*	29	675*	671
(*b*) Muslims	2	2	9	6	2	3	12	12	1	4	4	5	8	10	21	25	..	1	76	80	1	1	3	2	139	151
(*c*) Anglo-Indians	5	4	54	51	16	17	15	12	34	32	26*	29	136	118	58	58	24	25	61	51	1	1	20	23	450*	421
(*d*) Other classes	..	..	2	..	..	..	28	28	11	10	5	4	5	2	24	28	2	2	7	12	..	..	4	3	88	89
(*e*) Total	15	14	149	122	22	24	136	123	86	103	67*	75	302	270	172	209	41	40	305	293	2	2	55*	57	1,352	1,332
2·03. Grand total	16	15	160	133	26	26	145	135	86	103	77	83	352	328	198	235	53	53	345	329	4	5	63*	63	1,525*	1,508
3. *Transportation*—																										
3·01. Europeans	1	..	19	21	10	9	36	39	8	6	47	30	86	107	228	213	..	..	99	132	Included under commercial.		10	11	544	568
3·02. Statutory Indians—																										
(*a*) Hindus	4	4	15	33	2	2	93	94	9	10	27	27	46	47	25	41	2	2	45	49			9	11	277	320
(*b*) Muslims	..	..	2	5	1	1	8	8	2	2	1	2	9	12	4	6	..	..	12	16			2	1	41	53
(*c*) Anglo-Indians	15	15	76	69	5	4	39	36	73	83	48	57	215	188	501	508	27	29	120	85			14	18	1,133	1,092
(*d*) Other classes	1	1	1	2	..	..	49	52	13	10	..	5	1	3	61	68	..	..	29	32			..	..	155	173
(*e*) Total	20	20	94	109	8	7	189	190	97	105	76	91	271	250	591	623	29	31	205	182			25	30	1,606	1,633
3·03. Grand total	21	20	113	130	18	16	225	229	105	111	123	121	357	357	819	836	29	31	305	314			35	41	2,150	2,205

*Revised figures.

APPENDIX F—concld.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1928 as compared with 1st April 1927—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. *Commercial*—																										
4·01. Europeans	..	..	Included under Transportation.		3	2	Included under Transportation.						11	10	10	6	Included under Transportation.		6	12	..	..	1	1	31	31
4·02. Statutory Indians—																										
(*a*) Hindus	1	1			1	..							30	30	25	27			11	11	..	..	3	4	71	73
(*b*) Muslims	..	..			..	..							4	5	2	4			4	3	..	..	..	..	10	12
(*c*) Anglo-Indians	..	..			..	..							10	10	6	13			4	3	7	7	..	..	27	33
(*d*) Other classes	..	..			..	..							..	..	6	8			..	2	..	..	..	..	6	10
(*e*) Total	1	1			1	...							44	45	39	52			19	19	7	7	3	4	114	128
4·03. Grand total	1	1			4	2							55	55	49	58			25	31	7	7	4	5	145	159
5. *Mechanical Engineering*—																										
5·01. Europeans	11	17	265	255	14	14	77	75	14	13	66	66	335	326	64	53	60	60	164	163	4	4	29	34	1,153	1,080
5·02. Statutory Indians—																										
(*a*) Hindus	3	3	21	13	..	..	25	27	8	9	16	17	18	47	17	20	4	6	49	56	1	1	7	5	169	204
(*b*) Muslims	1	1	2	2	1	1	5	5	1	1	1	1	5	7	3	1	1	1	27	38	..	..	..	..	47	58
(*c*) Anglo-Indians	13	16	193	179	16	18	286	295	100	113	73	78	564	602	124	129	103	96	193	206	3	3	127	126	1,795	1,861
(*d*) Other classes	7	6	7	4	..	..	47	44	7	12	1	1	3	4	25	28	6	6	21	30	1	1	2	1	127	137
(*e*) Total	24	26	223	198	17	19	363	371	116	135	91	97	590	660	169	178	114	109	290	330	5	5	136	132	2,138	2,260
5·03. Grand total	35	43	488	453	31	33	440	446	130	148	157	163	975	986	233	231	174	169	454	493	9	9	165	166	3,291	3,340
6. *Stores Department*—																										
6·01. Europeans	..	..	..	..	..	..	3	3	..	..	..	..	7	6	1	1	..	..	6	8	..	..	..	..	17	18
6·02. Statutory Indians—																										
(*a*) Hindus	1	1	6	8	..	..	5	6	3	3	6	6	18	15	2	2	1	1	19	23	..	..	1	2	62	67
(*b*) Muslims	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	8	5	..	..	..	..	9	5
(*c*) Anglo-Indians	1	1	10	10	1	1	4	3	..	..	5	5	16	14	5	8	5	5	8	6	..	..	2	3	57	56
(*d*) Other classes	..	..	1	1	..	..	3	3	..	..	..	..	..	..	2	1	..	..	3	3	..	..	..	..	9	8
(*e*) Total	2	2	17	19	1	1	13	12	3	3	11	11	34	29	9	11	6	6	38	37	..	..	3	5	137	136
6·03. Grand total	2	2	17	19	1	1	16	15	3	3	11	11	41	35	10	12	6	6	44	45	..	..	3	5	154	154

7. *Other Departments*—																													
7·01 Europeans	6	4	27	30	2	3	19	19	..	..	..	1	79	84	5	5	3	2	5	8	..	..	1	1	147	157
7·02. Statutory Indians—																													
(*a*) Hindus	7	7	48	48	6	6	55	55	22	21	39	46	100	127	25	27	11	12	51	66	2	2	17	20	383	437
(*b*) Muslims	..	..	1	..	..	..	3*	2	5	5	1	1	7	9	..	..	..	..	18*	18	..	..	..	..	35*	[35
(*c*) Anglo-Indians	2	4	74	69	16	18	31	32	15	16	21	19	64	77	22	22	22	20	16*	10	1	1	4	4	288*	292
(*d*) Other classes	1	..	2	2	..	1	25*	26	10	11	..	1	1	1	20	20	7	7	11*	15	..	..	3	3	80	87
(*e*) Total	10	11	125	119	22	25	114*	115	52	53	61	67	172	214	67	69	40	39	96*	109	3	3	24	27	786*	851
7·03. GRAND TOTAL	16	15	152	149	24	28	133*	134	52	53	61	68	251	298	72	74	43	41	101*	117	3	3	25	28	933*	1,008
8. *Railway Board and other Railway offices*—																													
8·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	5
8·02. Statutory Indians—																													
(*a*) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	84	92
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	10
(*c*) Anglo-Indians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18	18
(*d*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8
(*e*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	118	128
8·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	122	133
9. *Total*—																													
9·01. Europeans	19	22	322	317	33	30	144	148	22	19	126*	108	621	594	335	305	75	75	322	359	6	7	49	53*	2,078*	2,242
9·02. Statutory Indians—																													
(*a*) Hindus	28	27	178	171	14	13	261	257	87	105	128	141	378	419	165	217	36	36	343	362	4	4	69*	75	1,775*	1,919
(*b*) Muslims	3	3	14	13	4	5	32	30	9	12	7	9	34	43	30	36	1	2	147*	160	1	1	5	3	296*	327
(*c*) Anglo-Indians	37	41	409	389	55	59	377	380	227	248	173*	188	1,005	1,009	720	742	182	176	404*	364	12	12	168	175	3,787*	3,792
(*d*) Other classes	9	7	13	9	..	1	159	159	41	45	6	11	10	10	142	157	15	15	72*	96	1	1	9	7	484*	526
(*e*) Total	77	78	614	573	73	78	829	826	364	410	314*	349	1,427	1,481	1,057	1,152	234	229	966*	982	18	18	251*	260	6,342*	6,564
9·03. GRAND TOTAL	96	100	936	890	106	108	973	974	386	429	440	457	2,043	2,075	1,392	1,457	309	304	1,288*	1,341	24	25	300*	313	8,420*	8,606
10. *Increase + Decrease*—																													
10·01. Europeans	..	+3	..	—5	..	—3	..	+4	..	—3	..	—18	..	—27	..	—30	..	..	..	+37	..	+1	..	+4	..	—36
10·02. Statutory Indians—																													
(*a*) Hindus	..	—1	..	—7	..	—1	..	—4	..	+18	..	+13	..	+41	..	+52	..	..	..	+19	..	..	..	+6	..	+144
(*b*) Muslims	..	..	..	—1	..	+1	..	—2	..	+3	..	+2	..	+9	..	+6	..	+1	..	+13	..	..	..	—2	..	+31
(*c*) Anglo-Indians	..	+4	..	—29	..	+4	..	+3	..	+21	..	+15	..	+4	..	+22	..	—6	..	—40	..	..	..	+7	..	+5
(*d*) Other classes	..	—2	..	—4	..	+1	..	..	..	+4	..	+5	..	..	..	+15	..	..	..	+24	..	..	..	—2	..	+42
(*e*) Total	..	+1	..	—41	..	+5	..	—3	..	+46	..	+35	..	+54	..	+95	..	—5	..	+16	..	..	..	+9	..	+222
10·03. GRAND TOTAL	..	+4	..	—46	..	+2	..	+1	..	+43	..	+17	..	+27	..	+65	..	—5	..	+53	..	+1	..	+13	..	+186
11. *Percentage of total*—																													
11·01. Europeans	19·8	22·0	34·4	35·6	31·1	27·8	14·8	15·2	5·7	4·4	28·7	23·6	30·3	28·6	24·1	20·9	24·3	24·7	25·0	26·8	25·0	28·0	16·2	16·9	24·7	23·7
11·02. Statutory Indians—																													
(*a*) Hindus	29·2	27·0	19·0	19·2	13·2	12·1	26·8	26·4	22·6	24·5	29·1	30·9	18·4	20·2	11·8	14·9	11·6	11·8	26·6	27·0	16·6	16·0	23·5	24·0	21·1	22·3
(*b*) Muslims	3·1	3·0	1·5	1·5	3·8	4·6	3·3	3·1	2·3	2·8	1·6	2·0	1·7	2·1	2·2	2·5	0·3	0·7	11·4	11·9	4·2	4·0	1·7	1·0	3·5	3·8
(*c*) Anglo-Indians	38·5	41·0	43·7	42·7	51·9	54·6	38·8	39·0	58·8	57·8	39·3	41·1	49·1	48·6	51·7	50·9	58·9	57·9	31·4	27·1	50·0	48·0	55·6	55·9	45·0	44·1
(*d*) Other classes	9·4	7·0	1·4	1·0	..	0·9	16·3	16·3	10·6	10·5	1·3	2·4	0·5	0·5	10·2	10·8	4·9	4·9	5·6	7·2	4·2	4·0	3·0	2·2	5·7	6·1

* Revised figures.

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28.

Departments.		Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
										STATUTORY INDIANS.				
									Europeans.	Hindus.	Muslims.	Anglo-Indians.	Other classes.	TOTAL.
1		2	3	4	5	6	7	8	9	10	11	12	13	14
State Worked Railways.														
1. Agency		..	..	..	2	2	2	..	..	..	..	..	..	..
2. Engineering		(a) 22	..	19	2	43	6	37	14	15	1	6	1	23
3. Transportation and Commercial.		(a) 12	..	7	10	29	8	21	4	8	1	8	..	17
4. Mechanical		(a) 10	..	4	18	27	5	22	18	2	1	..	1	4
5. Stores		..	..	2	..	2	2	..	..	..	..	..	..	..
6. Other Departments		(a) 12	..	6	..	18	2	16	8	5	..	2	1	8
7. TOTAL	1927-28	56	..	38	27	121	25	96	44	30	3	16	3	52
	1926-27	54	6	34	25	107	27	80	42	26	7	3	2	38
8. Percentage of Europeans to number of vacancies filled.	1926-27	52·5												
	1927-28	45·8												
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	47·5												
	1927-28	54·2												
Other Railways.														
Assam Bengal Railway.														
1. Agency		..	1	1	..	..	..	..	..	..	..	..	..	..
2. Engineering		..	..	..	1	1	..	1	..	1	..	..	..	1
3. Transportation and Commercial.		..	..	2	..	2	1	1	1	..	..	..	..	..
4. Mechanical		..	..	2	1	3	1	2	1	..	1	..	..	1
5. Stores		..	..	1	..	1	..	1	..	..	..	1	..	1
6. Other Departments		1	..	1	..	2	..	2	1	1	..	..	..	1
7. TOTAL	1927-28	1	1	7	2	9	2	7	3	2	1	1	..	4
	1926-27	7	..	4	3	14	2	12	4	3	2	3	..	8
8. Percentage of Europeans to number of vacancies filled.	1926-27	33·3												
	1927-28	42·9												
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	66·7												
	1927-28	57·1												
Bengal and North-Western Railway.														
1. Agency		..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering		1	..	..	..	1	..	1	1	..	..	..	..	..
3. Transportation and Commercial.		..	..	..	..	..	..	..	..	..	..	..	..	..
4. Mechanical		..	..	..	..	..	..	..	..	..	..	..	..	..
5. Stores		..	..	..	1	1	..	1	..	..	..	..	..	..
6. Other Departments		..	..	..	..	..	..	..	..	..	..	..	1	1
7. TOTAL	1927-28	1	..	..	1	2	..	2	1	..	..	1	..	1
	1926-27	..	..	3	1	4	1	3	1	2	..	..	..	2
8. Percentage of Europeans to number of vacancies filled.	1926-27	33·3	..											
	1927-28	50·0	..											
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	66·7	..											
	1927-28	50·0	..											

(a) Includes posts created for the training of probationers.

APPENDIX G—*contd.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28—contd.

Departments	Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
								Europeans.	STATUTORY INDIANS.				
									Hindus.	Muslims.	Anglo-Indians.	Other classes.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Bengal Nagpur Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	11	1	6	1	17	..	17	5	7	..	3	2	12
3. Transportation and Commercial.	1	1	2	2	4	..	4	3	..	..	1	..	1
4. Mechanical	2	1	3	1	5	2	3	2	1	..	..	..	1
5. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Other Departments	2	1	5	..	6	2	4	3	..	..	1	..	1
7. TOTAL (1927-28)	16	4	16	4	32	4	28	13	8	..	5	2	15
7. TOTAL (1926-27)	1	4	6	3	6	4	2	1	1	..	..	..	1
8. Percentage of Europeans to number of vacancies filled. (1926-27)	50·0	..	..	..	..	..	..	..	..	..	..	..	..
8. Percentage of Europeans to number of vacancies filled. (1927-28)	46·4	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled. (1926-27)	50·0	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled. (1927-28)	53·6	..	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	1	7	11	3	8	4	4	2	..	1	..	1	2
3. Transportation and Commercial.	..	..	2	2	4	3	1	..	..	1	..	..	1
4. Mechanical	..	..	..	2	2	..	2	1	..	..	1	..	1
5. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Other Departments	..	..	1	1	2	..	2	2	..	..	..	..	..
7. TOTAL (1927-28)	1	7	14	8	16	7	9	5	..	2	1	1	4
7. TOTAL (1926-27)	7	4	(a)17	(a)2	22	8	14	4	4	2	2	2	10
8. Percentage of Europeans to number of vacancies filled. (1926-27)	28·6	..	..	..	..	..	..	..	..	..	..	..	..
8. Percentage of Europeans to number of vacancies filled. (1927-28)	55·6	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled. (1926-27)	71·4	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled. (1927-28)	44·4	..	..	..	..	..	..	..	..	..	..	..	..
Burma Railways.													
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	2	..	2	7	11	1	10	6	2	..	2	..	4
3. Transportation and Commercial.	5	..	1	..	6	5	1	1	..	..	..	..	..
4. Mechanical	2	..	1	1	4	..	4	4	..	..	..	..	..
5. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Other Departments	..	..	1	..	1	..	1	..	1	..	..	..	1
7. TOTAL (1927-28)	9	..	5	8	22	6	16	11	3	..	2	..	5
7. TOTAL (1926-27)	8	2	5	7	18	7	11	9	1	..	..	1	2
8. Percentage of Europeans to number of vacancies filled. (1926-27)	81·8	..	..	..	..	..	..	..	..	..	..	..	..
8. Percentage of Europeans to number of vacancies filled. (1927-28)	68·7	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled. (1926-27)	18·2	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled. (1927-28)	31·3	..	..	..	..	..	..	..	..	..	..	..	..

(a) Revised figures.

APPENDIX G—*concld.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28—concld.

Departments.		Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
									Europeans.	STATUTORY INDIANS.				
										Hindus.	Muslims.	Anglo-Indians.	Other classes.	TOTAL.
1		2	3	4	5	6	7	8	9	10	11	12	13	14
Madras and Southern Mahratta Railway.														
1. Agency		..	..	1	1	2	2	...	..	..	..	..	..	..
2. Engineering		5	..	7	1	13	5	8	5	1	1	1	..	3
3. Transportation and Commercial.		..	..	2	..	2	2	..	..	..	..	..	..	..
4. Mechanical		..	..	2	..	2	1	1	1	..	..	..	..	..
5. Stores		..	..	1	1	2	...	2	1	..	..	..	1	1
6. Other Departments		..	..	2	6	8	4	4	1	2	..	1	..	3
7. TOTAL	1927-28	5	..	15	9	29	14	15	8	3	1	2	1	7
	1926-27	17	..	15	3	35	9	26	10	13	..	2	1	16
8. Percentage of Europeans to number of vacancies filled.	1926-27	38·5	..	..	..	..	..	..	..	..	..	..	..	..
	1927-28	53·3	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	61·5	..	..	..	..	..	..	..	..	..	..	..	..
	1927-28	46·7	..	..	..	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.														
1. Agency		..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering		..	..	..	..	..	..	..	..	..	..	..	..	..
3. Transportation and Commercial.		..	..	..	..	..	..	..	..	..	..	..	..	..
4. Mechanical		..	..	..	..	..	..	..	..	..	..	..	..	..
5. Stores		..	..	..	..	..	..	..	..	..	..	..	..	..
6. Other Departments		..	..	..	..	..	..	..	..	..	..	..	..	..
7. TOTAL	1927-28	..	..	..	..	..	..	..	..	..	..	..	..	..
	1926-27	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Percentage of Europeans to number of vacancies filled.	1926-27	..	..	..	..	..	..	..	..	..	..	..	..	..
	1927-28	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	..	..	..	..	..	..	..	..	..	..	..	..	..
	1927-28	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway.														
1. Agency		..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering		4	5	10	4	13	8	5	..	5	..	..	..	5
3. Transportation and Commercial.		3	..	1	1	5	3	2	..	2	..	..	..	2
4. Mechanical		2	..	1	..	3	1	2	2	..	..	..	..	..
5. Stores		1	..	1	..	2	1	1	..	1	..	..	..	1
6. Other Departments		2	..	..	..	2	1	1	..	1	..	..	..	1
7. TOTAL	1927-28	12	5	13	5	25	14	11	2	9	..	..	..	9
	1926-27	8	2	8	11	25	5	20	6	12	..	2	..	14
8. Percentage of Europeans to number of vacancies filled.	1926-27	30·0	..	..	..	..	..	..	..	..	..	..	..	..
	1927-28	18·2	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	70·0	..	..	..	..	..	..	..	..	..	..	..	..
	1927-28	81·8	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) on 31st March, 1928.

The Hon'ble Sir GEORGE RAINY, K.C.I.E., C.S.I., I.C.S.
Member of Council of Governor General.

Railway Board.

Sir Clement Hindley, Kt.	Chief Commissioner of Railways (on leave).
Sir Austen Hadow, Kt., C.V.O.	Chief Commissioner of Railways (Offg.).
Mr. A. A. L. Parsons, C.I.E., I.C.S.	Financial Commissioner of Railways.
Sir Austen Hadow, Kt., C.V.O.	Member (Officiating Chief Commissioner).
Mr. P. C. Sheridan, C.M.G.	Member.
Mr. J. M. D. Wrench	Member (Offg.).

Mr. A. Lines	Director, Civil Engineering.
Mr. A. J. Chase, O.B.E.	Director, Mechanical Engineering.
Mr. A. M. Hayman, O.B.E.	Director, Finance (on leave).
Mr. P. R. Rau, M.A.	Director, Finance (Offg.).
Mr. J. C. Highet	Director, Establishment (Offg.).
Mr. H. C. Sparke	Director, Traffic.
Mr. J. Kaul, M.A.	Secretary (Offg.).
Mr. J. Kaul, M.A.	Deputy Secretary (Offg. Secretary).
Mr. I. T. St. C. Pringle	Deputy Secretary (Offg.).
Mr. J. F. Blackwood	Temporary Officer, Programme.
Mr. P. R. Rau	Deputy Director, Finance (Offg. Director).
Mr. H. J. M. DeLange	Deputy Director, Finance (Offg.).
Mr. R. C. Case	Deputy Director, Stores.
Mr. B. Moody	Deputy Director, Traffic and Statistics.
Rai Bahadur B. D. Puri	Assistant Director, Finance (on deputation).
Khan Sahib Barkat Ali	Assistant Director, Finance (Offg.).
Mr. Gopal Nath Mehra	Assistant Director, Statistics.
Mr. E. C. Rundlett	Chief Superintendent.

Attached Officers.

Mr. A. F. Harvey	Technical Officer (on leave).
Mr. F. E. Cole	Technical Officer (Offg.).
Mr. W. A. Bailey	Timber Advisory Officer.
Mr. P. H. Maflin, O.B.E., M.C.	Officer on Special Duty.
Mr. A. D. Green	Officer on Special Duty.
Mr. D. S. Burn	Officer on Special Duty.
Mr. H. Dale Green	Officer on Special Duty.
Major F. H. Budden, M.C., R.E.	Officer on Special Duty.
Mr. J. A. Tomlinson	Officer on Special Duty.

Accountant General, Railways.

Mr. J. M. Hartley	Accountant General, Railways.
Mr. B. N. Mitra, B.A.	Officer on Special Duty.
Mr. C. H. James	Deputy Accountant General, Railways (Inspection).
Mr. I. S. Puri, M.A.	Deputy Accountant General, Railways (Head Quarters).
Mr. R. V. Ramchandani, M.A., LL.B.	Assistant Audit Officer.

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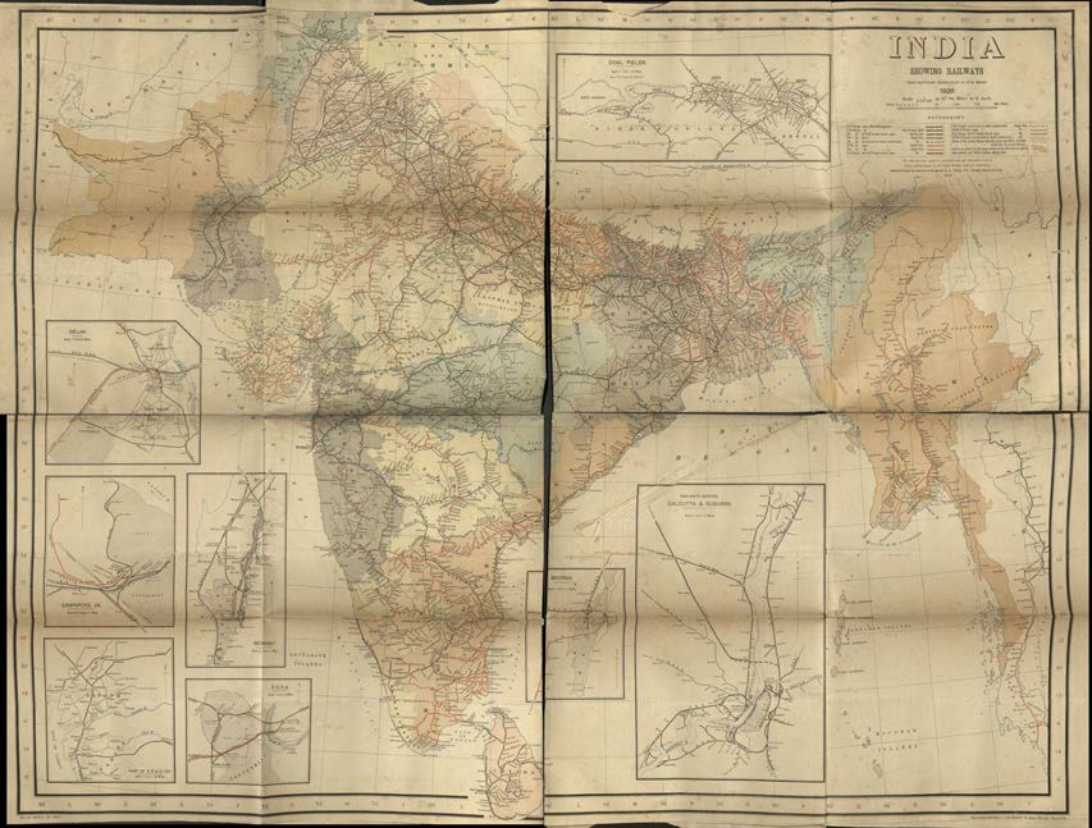
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1929
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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1927—28

Volume II

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(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. 1.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket edition of the schedule of dimensions to be observed on 5′ 6″ and 3′ 3⅜″ and 2′ 6″ gauge railways in India, 1922, Rs. 1-8-0 for the 5′ 6″ and 3′ 3⅜″ gauge edition and Re. 1-0-0 for the 2′ 6″ gauge edition.

(6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2*s*.

(7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2*s*. 2*d*.

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(8) Over 250 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

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(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges	(Compiled.)
„ 148	Statistics of railway working expenditure	G. DEUCHARS.
„ 153	River training and control on the guide bank system	F. J. E. SPRING.
„ 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„ 219	Technical education in relation to railways in America	H. L. COLE.
„ 239	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
„ 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
„ 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
„ 244	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
„ 245	Report of the Indian Railway Bridge Committee on track stresses.	
„ 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
„ 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„ 250	Axle-loads, Wheel Diametre and railheads dimensions.	
„ 251	A. R. E. and maintenance of Way Association's Impact tests on railway Bridges.	
„ 252	Description of the planning. Progress Coaling and Engine Repair. Schedule System introduced on the G. I. P. Ry. Loco shops at Parel	F. G. S. MARTIN.
„ 256	Notes on the preparation of railway projects	H. L. GLASS.
„ 259	The estimation of Passenger earnings on new projects	A. LINES.
„ 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
„ 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927.	A. I. SLIEGH.
„ 263	Note on Composite Index numbers of Indian Railways.	W. G. BARNETT.

The prices of the papers vary from annas Two to Rupees Eight.

The books and papers can be brought from the Government of India, Central Publication Branch, 1, Hastings Street, Calcutta.

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INTRODUCTORY NOTE.

For the information of foreign readers of this report who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

An anna is a 16th part of a rupee and a pie the 12th part of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1926-27 and 1927-28 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	Capital at Charge (including ferries and suspense) on open lines and on lines partly or wholly under construction.	Net Revenue Receipts	Percentage of Net Revenue Receipts on Capital at Charge.	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
State Lines worked by the State.	*1926-27*	*4,16,00,56*	*18,65,63*	*4·49*	..	*15,02,42*	*15,02,42*	*3,63,21*	..	*0·87*
	1927-28	4,35,73,31	20,96,18	4·81	..	15,99,67	15,99,67	4,96,51	..	1·14
State Lines worked by Companies or by Indian States.	*1926-27*	*2,81,97,31*	*16,07,72*	*5·70*	*1,65,56*	*10,69,66*	*12,35,22*	*3,72,50*	..	*1·32*
	1927-28	2,94,67,58	17,94,54	6·07	1,57,14	11,29,61	12,86,75	5,07,79	..	1·70
Miscellaneous items	*1926-27*	*2,89,03*	..	..	..	*13,96*	*13,96*	..	*13,96*	*—4·83*
	1927-28	2,89,03	..	..	..	—10,94	—10,94	10,94	..	—3·78
Total Central	*1926-27*	*7,00,86,95*	*34,73,35*	*4·95*	*1,65,56*	*25,86,04*	*27,51,60*	*7,21,75*	..	*1·03*
	1927-28	7,33,29,97	38,90,72	5·31	1,57,14	27,18,34	28,75,48	10,15,24	..	1·38
Total Provincial	*1926-27*	*19,98*	*8*	*0·40*	..	*87*	*87*	..	*79*	*—3·95*
	1927-28	14,94	12	0·67	..	57	57	..	45	3·15
Grand Total	*1926-27*	*7,01,06,93*	*34,73,43*	*4·95*	*1,65,56*	*25,86,91*	*27,52,47*	*7,20,96*	..	*1·02*
	1927-28	7,33,44,91	38,90,84	5·30	1,57,14	27,18,91	28,76,05	10,14,79	..	1·38

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1927 and 1928 (In thousands of rupees).

Details.	State lines worked by the State.		State lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1927.	31st March 1928.	*31st March 1927.*	31st March 1928.	*31st March 1927.*	31st March 1928.
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	*—1,31*	—1,16	..	..	*—1,31*	—1,16
(*b*) To end of the year . .	*1,30,78,02*	1,30,76,86	*50,08,68*	50,08,68	*1,80,86,70*	1,80,85,54
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*14,13,89*	13,53,19	*8,56,82*	8,90,57	*22,70,71*	22,43,76
(*b*) Rolling-stock . . .	*2,54,49*	2,74,50	*1,53,66*	2,62,59	*4,13,15*	5,37,09
(*c*) General charges . .	*40,05*	65,19	*69,34*	83,31	*1,09,39*	1,48,50
(*d*) Stores, etc., not finally charged off in the accounts.	*17,08*	2,13,44	*—96,45*	1,01,34	*—79,37*	3,14,78
(*e*) Total	*17,25,51*	19,06,32	*9,83,37*	13,37,81	*27,13,88*	32,44,13
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works	*1,80,19,97*	1,93,73,17	*1,56,17,15*	1,65,02,74	*3,36,37,12*	3,58,75,91
(*b*) Rolling stock . . .	*85,31,05*	88,05,55	*62,20,62*	64,83,21	*1,47,51,67*	1,52,88,76
(*c*) General charges . .	*8,72,57*	9,37,75	*10,86,06*	11,69,59	*19,58,63*	21,07,34
(*d*) Stores, etc., not finally charged off in the accounts.	*10,98,95*	13,12,39	*5,73,86*	6,74,97	*16,72,81*	19,87,36
(*e*) Total	*2,85,22,54*	3,04,28,86	*2,34,97,69*	2,48,30,51	*5,20,20,23*	5,52,59,37
4. *Total Capital at Charge at the end of the financial year.* [*Items 1* (*b*) plus 3 (*c*).]	*4,16,00,56*	4,35,05,72	*2,85,06,37*	2,98,39,19	*7,01,06,93*	7,33,44,91

II-B.—Summary of Capital Outlay to the end of the years 1926-27

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways under Guarantee Terms —						
(a) Worked by the branch line company	*1926-27*	*1,78*	*40*	*1*	*45*	*2,64*
	1927-28	1,32	27	..	45	2,04
(b) Worked by the main line	*1926-27*	*23*	..	*—3*	..	*20*
	1927-28	1,59	..	..	..	1,59
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1926-27*	*6,24*	*2,78*	..	..	*9,02*
	1927-28	6,03	2,84	7	..	8,94
3. Branch line Companies' Railways under guarantee and rebate terms.	*1926-27*	*2,08*	*2*	..	..	*2,10*
	1927-28	94	..	..	4	98
4. Companies' lines subsidized by the Government of India.	*1926-27*	*25,17*	*20,59*	*1,26*	*—3,42*	*43,60*
	1927-28	34,94	8,10	61	—12,17	31,48
5. Companies' lines subsidized by Local Governments.	*1926-27*	*1,95*	*7*	..	*—1,00*	*1,02*
	1927-28	1,01	2,27	..	—63	2,65
6. Unassisted Companies' lines	*1926-27*	*4*	*3*	..	*—1*	*6*
	1927-28	7	2	..	—5	4
7. District Board lines	*1926-27*	*1,45*	*45*	..	*—9*	*1,81*
	1927-28	1,27	2	..	..	1,29
8. Companies' lines subsidized by District Boards	*1926-27*	*63*	*48*	*10*	*17*	*1,38*
	1927-28	1,60	1,43	—2	1	3,02
9. Indian State lines worked by Indian States	*1926-27*	*50,97*	*27,34*	*1,75*	*—3,10*	*76,96*
	1927-28	56,02	21,91	1,74	1,47	81,14
10. Indian State lines worked by the main line	*1926-27*	*32,42*	*3,44*	*3,06*	*25,88*	*64,80*
	1927-28	68,72	11,12	3,78	—21,59	62,03
11. Companies' lines guaranteed by Indian States	*1926-27*	*1,09*	*47*	..	*—2,69*	*—1,13*
	1927-28	2,28	20	..	—3,33	—85
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1926-27*	..	..	..	—	..
	1927-28	5	..	..	..	5
TOTAL	*1926-27*	*1,24,05*	*56,07*	*6,15*	*16,19*	*2,02,46*
	1927-28	1,75,84	48,18	6,18	—35,80	1,94,40
MISCELLANEOUS	*1926-27*	*3,04*	*13*	..	*17*	*3,34*
	1927-28	2,60	..	..	..	2,60
GRAND TOTAL	*1926-27*	*1,27,09*	*56,20*	*6,15*	*16,36*	*2,05,80*
	1927-28	1,78,44	48,18	6,18	—35,80	1,97,00

and 1927-28 of other than State-owned Railways. (In thousands.)

Total capital outlay to the end of the year.					Remarks.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
88,26	*17,89*	*10,08*	*1,80*	**1,18,03*	*Excludes Rs. 30,67,000 being the Capital outlay to the end of 1925-26 of Arakan Light Ry. which has been closed for all kinds of traffic from 1st June 1926.
89,58	18,16	10,08	2,25	1,20,07	
74,40	*1,16*	*7,71*	*2*	*† 83,29*	
75,99	1,16	7,71	2	†84,88	†Includes Rs. 1,13,000 direct outlay on Katakhal Lalabazar by the Managing Agents.
12,52,49	*53,06*	*1,07,61*	..	*14,13,16*	
12,58,52	55,90	1,07,68	..	14,22,10	
1,70,40	*3,37*	*9,56*	*2,14*	*1,85,47*	
1,71,34	3,37	9,56	2,18	1,86,45	
11,45,95	*3,61,63*	*1,14,58*	*32,31*	*‡16,54,47*	‡Excludes Rs. 2,00,92,000 being the capital outlay to the end of 1925-26 of D. U. K. Railway which has been amalgamated with the N. W. Railway.
11,80,89	3,69,73	1,15,19	20,14	16,85,95	
1,01,21	*63,24*	*20,96*	*5,11*	*1,90,52*	
94,55	59,71	18,94	4,48	§1,77,68	§ Excludes Rs. 15,49,000 (which is made up of Rs. 7,67,000 in respect of works, Rs. 5,80,000 for rolling stock, and Rs. 2,02,000 for general charges) due to change of the rate of conversion from 1s. 4d. to 1s. 6d. by the Home Board with effect from 1st April 1926.
30,88	*6,73*	*90*	*36*	*38,87*	
30,95	6,75	90	31	38,91	
1,34,98	*6,95*	*13,22*	..	*1,55,15*	
1,36,25	6,97	13,22	..	1,56,44	
1,09,27	*37,07*	*5,77*	*3,76*	*1,55,87*	
1,10,87	38,50	5,75	3,77	1,58,89	
12,84,14	*4,77,91*	*71,58*	*64,94*	*18,98,57*	
13,40,16	4,99,82	73,32	66,41	19,79,71	
11,96,21	*1,08,38*	*92,25*	*39,08*	*14,35,92*‖	‖Includes Rs. 10,710 capital outlay incurred by the B., B. and C. I. Railway. (*a*) Includes outlay of Rs. 10,000 on Vijapur-Ambliasan Railway under construction by the Baroda Durbar.
12,64,93	1,19,50	96,03	17,49	14,98,05 (*a*)	
7,38,26	*1,92,48*	*30,37*	*28,37*	*9,89,48*	
7,40,54	1,92,68	30,37	25,04	9,88,63	
2,13,18	..	*1,51*	..	*2,14,69*	
2,13,23	..	1,51	..	2,14,74	
65,39,63	*13,29,87*	*4,86,10*	*1,77,89*	*85,33,49*	
67,07,80	13,72,25	4,90,26	1,42,09	87,12,50(*a*)	
22,84	*2,03*	*2,01,09*	*28*	*2,26,24*	
25,44	2,03	2,01,09	28	2,28,84(*b*)	
65,62,47	*13,31,90*	*6,87,19*	*1,78,17*	*87,59,73*	
67,33,24	13,74,28	6,91,35	1,42,37	89,41,34(*a*)	

(*b*) See remarks at the bottom of page 39.

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1926-27 and 1927-28.

Particulars.	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.
1	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt .. .. £	*3,514,714*	3,529,766	*893,913*	893,913	..	..	*4,408,627*	4,423,679	..	..	*4,408,627*	4,423,679
Interest on capital contributed by companies:—												
On share capital £	..	..	*495,000*	495,000	..	..	*495,000*	495,000	..	..	*495,000*	495,000
On debenture & debenture stock £	..	..	*678,573*	641,578	..	..	*678,573*	641,578	..	..	*678,573*	641,578
TOTAL .. £	..	..	*1,173,573*	1,136,578	..	..	*1,173,573*	1,136,578	..	..	*1,173,573*	1,136,578
GRAND TOTAL .. £	*3,514,714*	3,529,766	*2,067,486*	2,030,491	..	..	*5,582,200*	5,560,257	..	..	*5,582,200*	5,560,257
Converted into rupees at average rate of exchange .. .. (In thousands of rupees).	*4,71,09*	4,72,82	*2,76,82*	2,71,72	..	..	*7,47,91*	7,44,54	..	..	*7,47,91*	7,44,54
Interest on capital outlay provided by Government .. (In thousands of rupees).	*10,29,41*	11,24,93	*7,85,34*	8,50,39	*13,96*	—10,94	*18,28,71*	19,64,38	*87*	57	*18,29,58*	19,64,95
Interest on rupee debt.. (In thousands of rupees).	*1,92*	1,92	*7,50*	7,50	..	..	*9,42*	9,42	..	..	*9,42*	9,42
GRAND TOTAL .. (In thousands of rupees).	*15,02,42*	15,99,67	*10,69,66*	11,29,61	*13,96*	—10,94	*25,86,04*	27,18,34	*87*	57	*25,86,91*	27,18,91

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1926-27 and 1927-28. (In thousands of rupees.)

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Net Revenue Receipts.	Percentage of ordinary working expenses on earnings.	Remarks.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacements.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	*1926-27*	*57,12,84*	*—5,86*	*57,06,98*	*33,33,32*	*5,19,91*	*—11,88*	*38,41,35*	*18,65,63*	*58·35*	
	1927-28	59,60,59	—2,27	59,58,32	32,12,18	6,41,71	8,25	38,62,14	20,96,18	53·39	
State lines worked by Companies or by Indian States.	*1926-27*	*41,96,99*	*7*	*41,97,06*	*23,01,69*	*2,90,51*	*—2,86*	*25,89,34*	*16,07,72*	*64·84*	
	1927-28	44,72,49	—7,09	44,65,40	22,13,97	4,53,42	3,47	26,70,86	17,94,54	49·50	
Total Central	*1926-27*	*99,09,83*	*—5,79*	*99,04,04*	*56,35,01*	*8,10,42*	*—14,74*	*64,30,69*	*34,73,35*	*56·83*	
	1927-28	1,04,33,08	—9,36	1,04,23,72	54,26,15	10,95,13	11,72	65,33,00	38,90,72	52·01	
Total Provincial	*1926-27*	*2,64*	*—2*	*2,62*	*2,39*	*13*	*2*	*2,54*	*8*	*90·53*	
	1927-28	93	20	1,13	1,01	—3	3	1,01	12	108·60	
Grand Total	*1926-27*	*99,12,47*	*—5,81*	*99,06,66*	*56,37,40*	*8,10,55*	*—14,72*	*64,33,23*	*34,73,43*	*56·85*	
	1927-28	1,04,34,01	—9,16	1,04,24,85	54,27,16	10,95,10	11,75	65,34,01	38,90,84	52·01	

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses of Railways by classes for the years 1926-27 and 1927-28. (In thousands of rupees.)

Classification.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3.	Remarks.
1	2	3	4	5	6	7	8	9
Class I Railways	*1926-27*	*7,58,02,89*	*1,08,72,42*	*67,23,15*	*41,44,27*	*61·88*	*5·47*	
	1927-28	7,91,36,11	1,14,36,74	69,84,37	44,52,37	61·07	5·63	
Class II Railways	*1926-27*	*21,09,82*	*2,99,08*	*1,96,63*	*1,02,45*	*65·74*	*4·86*	
	1927-28	21,85,46	3,18,97	1,97,16	1,21,81	61·81	5·57	
Class III Railways	*1926-27*	*4,98,73*	*64,15*	*45,30*	*18,86*	*70·60*	*3·78*	
	1927-28	5,07,58	66,64	47,95	18,69	71·95	3·68	
Other items not included in the preceding heads	*1926-27*	*(a) 4,55,22*	..	..	..	..	..	
	1927-28	(b) 4,57,10	..	..	..	..	..	
Total State Railways	*1926-27*	*(c)6,96,51,71*	*(g)98,62,18*	*(g)62,39,35*	*36,22,83*	*63·27*	*5·20*	
	1927-28	(d)7,28,87,81	(h)1,04,30,17	(i)64,91,68	39,38,49	62·25	5·40	
Total other Railways	*1926-27*	*85,33,49*	*13,72,78*	*7,30,27*	*6,42,51*	*53·20*	*7·53*	
	1927-28	87,12,50	13,91,65	7,37,30	6,54,35	52·98	7·51	
Other items not included in the preceding heads	*1926-27*	*(a)4,55,22*	..	..	..	..	..	
	1927-28	(b)4,57,10	..	..	..	..	..	
Miscellaneous	*1926-27*	*(e)2,26,24*	*70*	*46*	*24*	..	..	
	1927-28	(f) 2,28,84	53	50	3	..	..	
Grand Total	*1926-27*	*7,85,66,66*	*1,12,35,66*	*69,70,08*	*42,65,58*	*62·04*	*5·41*	
	1927-28	8,22,86,25	1,18,22,35	72,29,48	45,92,87	61·16	5·58	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures of total capital at charge in column 3 are for the system as a whole, *i.e.*, State-owned portion *plus* other than State-owned portion.

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

(*a*) See details at the bottom of statement 5 in the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(*b*) As detailed at the end of Statement 5.

(*c*) For difference with Summary No. 1, see foot-note (*b*) in Summary V of the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(*d*) The difference in the figures of capital at charge shown in Summary V as compared with those shown in Summary I is due to the exclusion of Rs. 4,57,10 shown against "other items not included in the preceding heads" in the above Summary.

(*e*) For details see foot-note (*f*) in Summary V of the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(*f*) Made up of— (In thousands of rupees).

(1) Interest charges during construction of Assam Bengal Railway debited to capital	75,70
(2) State outlay on the Patri Branch	8,08
(3) Expenditure in England on the South Bihar railway	52,18
(4) Outlay by Forest Department on the Alnavar Dandeli railway	8,87
(5) Outlay from Joint Debenture Stock on the Lucknow Bareilly Railway	84,01
Total	2,28,84

(*g*) For details see foot-notes (*c*) and (*d*) in Summary V of the Report by the Railway Board on Indian Railways for 1926-27—Volume II.

(*h*) The difference of Rs.—3,84,000 as compared with the earnings shown in column 3 of Summary IV above is made up of—

Excludes	Rs.	—4,000 Lividend on Government holdings (B. N. Railway).
,,	,,	—6,45,000 Interest on capital deposited by companies, M. S. Railway.
Includes	,,	+1,08,000 gross earnings of Jorhat (Provl.) Railway.
,,	,,	+6,000 ,, ,, Bezwada Extension Railway.
,,	,,	+1,51,000 ,, ,, Shoranur Nilambar and Villupuram Trichinopoly Railways.
Total		—3,84,000

(*i*) The difference of Rs. —30,58,000 as compared with the expenses shown under columns 6 and 7 of Summary IV above is made up of—

Excludes	Rs.	—20,05,000 on account of rebate, etc.
,,	,,	—1,25,000 Interest adjustment of Tirhoot Railway.
,,	,,	—11,49,000 contribution to Depreciation Fund on account of Company-worked lines.
Includes	,,	+1,09,000 working expenses of Jorhat (Provincial) Railway.
,,	,,	+20,000 ,, ,, Bezwada Extension Railway.
,,	,,	+92,000 ,, ,, Shoranur Nilambar and Villupuram Trichinopoly Railways.
Total		—30,58,000

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses and Mileage of Railway classified according to methods of working for the years 1926-27 and 1927-28.

Classification.	Year.	Route mileage on 31st March.	Total capital at charge (including ferries and suspense) on open lines & on lines wholly or partly under construction.	Gross earnings.‡	Working expenses.‡	Net earnings.	Remarks.
1	2	3	4‖	5‖	6‖	7‖	8
		Miles.	Rs.	Rs.	Rs.	Rs.	
State lines worked by the State	*1926-27*	*13,543·92*	*§4,14,49,40*	*(a) 67,14,94*	*(b) 35,46,66*	*18,68,28*	*In the case of State-owned Railways.
	1927-28	13,737·28	§4,33,52,64	(a) 59,62,60	(b) 38,48,39	21,14,21	
State lines worked by companies	*1926-27*	*14,315·33*	*§2,82,02,31*	*(a) 41,47,24*	*(b) 23,92,69*	*17,54,55*	†In the case of other than State-owned Railways.
	1927-28	14,759·07	§2,95,35,17	(a) 44,67,57	(b) 26,43,29	18,24,28	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1926-27*	*177·93*	*1,18,03*	*10,12*	*7,99*	*2,13*	§The difference in the figures of capital at charge shown in summary No. VI as compared with those shown in summary No. 1 is due to the exclusion of figures detailed in the last head "other items not included in the preceding heads".
	1927-28	177·93	1,20,07	10,27	8,50	1,77	
Branch line companies' railways under Guarantee terms, worked by the main line.	*1926-27*	*114·65*	*83,29*	*13,41*	*6,84*	*6,57*	
	1927-28	114·65	84,88	14,14	7,20	6,94	
Branch line companies' railways under Rebate terms, worked by the main line.	*1926-27*	*2,067·24*	*14,13,16*	*2,51,27*	*1,28,72*	*1,22,55*	
	1927-28	2,053·06	14,22,10	2,54,72	1,30,32	1,24,40	
Branch line companies' railways under Guarantee and rebate terms.	*1926-27*	*166·60*	*1,35,47*	*17,39*	*9,12*	*8,27*	
	1927-28	166·60	1,36,45	19,54	10,04	9,50	
Companies' lines subsidized by the Government of India.	*1926-27*	*1,983·52*	*16,54,47*	*2,72,05*	*1,16,16*	*1,55,89*	
	1927-28	2,082·44	16,85,95	2,88,83	1,19,67	1,69,16	
Companies' lines subsidized by Local Governments.	*1926-27*	*137·62*	*1,80,52*	*46,46*	*26,95*	*19,51*	
	1927-28	137·02	1,77,68	46,27	27,94	18,33	
Unassisted companies' lines	*1926-27*	*69·70*	*38,87*	*4,15*	*3,31*	*84*	
	1927-28	69·70	38,91	4,45	3,16	1,29	
District Board lines	*1926-27*	*271·27*	*1,55,15*	*39,86*	*22,25*	*17,61*	‖The figures in columns 4 to 7 are in thousands.
	1927-28	271·27	1,56,44	42,90	25,48	17,42	
Companies' lines subsidized by District Boards.	*1926-27*	*305·93*	*1,55,87*	*37,70*	*22,58*	*15,12*	
	1927-28	305·91	1,58,89	38,29	23,08	15,21	
Indian State lines worked by Indian States.	*1926-27*	*3,153·19*	*18,98,57*	*2,59,24*	*1,77,20*	*82,04*	
	1927-28	3,261·86	19,86,38	2,79,05	1,88,25	90,80	
Indian State lines worked by the main line.	*1926-27*	*1,890·39*	*14,35,92*	*2,14,21*	*1,23,82*	*90,39*	
	1927-28	1,727·66	14,91,38	1,81,82	1,06,25	75,57	
Companies' lines guaranteed by Indian States.	*1926-27*	*754·47*	*9,89,48*	*1,81,44*	*70,35*	*1,11,09*	
	1927-28	754·41	9,88,63	1,81,89	70,58	1,11,31	
Lines in foreign territory worked by British Indian railway companies.	*1926-27*	*73·60*	*2,14,69*	*25,48*	*14,98*	*10,50*	
	1927-28	73·60	2,14,74	29,48	16,83	12,65	
Miscellaneous	*1926-27*	*19·12*	*(d) 2,26,24*	*70*	*46*	*24*	
	1927-28	19·12	(e) 2,28,84	53	50	3	
Other items not included in the preceding heads	*1926-27*	..	*(f) 4,55,22*	..	..	..	
	1927-28	..	(g) 4,57,10	..	..	..	
Total	*1926-27*	*39,043·83*	*7,33,66,66*	*1,12,35,66*	*69,70,08*	*42,65,58*	
	1927-28	39,711·58	8,22,86,25	1,18,22,35	72,29,48	45,92,87	

‡Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

(a) For the difference in the figures of gross earnings shown in Summary No. VI as compared with those shown in column 3 of Summary No. IV, see foot-notes (c) and (h) of Summary No. V in the Report by Railway Board on Indian Railways for 1926-27 and 1927-28 (Volume II) respectively.

(b) For the difference in the figures of working expenses shown in Summary No. VI as compared with those shown in columns 6 and 7 of Summary No. IV, see foot-notes (d) and (i) of Summary No. V in the Report by Railway Board on Indian Railways for 1926-27 and 1927-28 (Volume II), respectively.

(c) Excludes Matheran Light Railway for which information was not furnished.

(d) For details see foot-note (f) of Summary No. V in the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(e) As detailed in foot-note (f) of Summary No. V.

(f) For details see foot-note 11 of Statement No. 5 in the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(g) As detailed at the end of statement No. 5.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1928.

Classification.	Route mileage open on the 31st March 1928.			Track mileage open on the 31st March 1928.			Route mileage opened during the financial year 1927-28.	Route mileage authorised but not open for traffic on 31st March 1928.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
Class I Railways—									
5′ 6″ gauge	16,274·14	3,310·54	19,584·68	23,131·24	6,758·64	29,889·88	224·55	355·42	1,060·46
3′ 3⅜″ gauge	13,745·40	244·95	13,990·35	14,235·30	2,840·35	17,076·15	239·96	507·66	906·05
2′ 6″ and 2′ 0″ gauges ..	2,011·78	*Nil*	2,011·78	2,011·78	251·25	2,263·03	39·42	9·54	307·37
Total ..	32,031·32	3,555·49	35,586·81	39,378·32	9,850·74	49,229·06	503·93	872·62	2,273·88
Class II Railways—									
3′ 3⅜″ gauge	2,126·94	*Nil*	2,126·94	2,126·94	288·69	2,415·63	93·24	91·56	86·46
2′ 6″ and 2′ 0″ gauges ..	826·55	*Nil*	826·55	826·62	100·05	926·67	84·92	53·56	15·37
Total ..	2,953·49	*Nil*	2,953·49	2,953·56	388·74	3,342·30	178·16	145·12	101·83
Class III Railways—									
3′ 3⅜″ gauge	137·34	*Nil*	137·34	137·34	17·24	154·58	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges ..	1,033·94	*Nil*	1,033·94	1,035·29	85·25	1,120·54	17·05	23·12	49·39
Total ..	1,171·28	*Nil*	1,171·28	1,172·63	102·49	1,275·12	17·05	23·12	49·39
Total State-Owned Railways—									
5′ 6″ gauge	13,751·23	3,310·02	17,061·25	20,607·29	6,389·78	26,997·07	158·55	353·43	944·94
3′ 3⅜″ gauge	9,688·70	227·13	9,915·83	10,142·96	2,201·01	12,343·97	239·96	401·56	750·69
2′ 6″ and 2′ 0″ gauges ..	1,449·05	*Nil*	1,449·05	1,449·05	202·67	1,651·72	39·42	*Nil*	275·74
Total ..	24,888·98	3,537·15	28,426·13	32,199·30	8,793·46	40,992·76	437·93	754·99	1,971·37
Total Other Railways—									
5′ 6″ gauge	2,522·91	0·52	2,523·43	2,523·95	368·86	2,892·81	66·00	1·99	115·52
3′ 3⅜″ gauge	6,320·98	17·82	6,338·80	6,356·62	945·77	7,302·39	93·24	197·66	241·82
2′ 6″ and 2′ 0″ gauges ..	2,423·22	*Nil*	2,423·22	2,424·64	233·88	2,658·52	101·97	86·22	96·39
Total ..	11,267·11	18·34	11,285·45	11,305·21	1,548·51	12,853·72	261·21	285·87	453·73
Total State-Managed Railways—									
5′ 6″ gauge	11,359·25	2,758·23	14,117·48	17,073·06	5,158·55	22,231·61	162·22	323·45	657·00
3′ 3⅜″ gauge	948·24	7·29	955·53	962·82	292·92	1,255·74	24·05	*Nil*	76·95
2′ 6″ and 2′ 0″ gauges ..	793·95	..	793·95	793·95	116·79	910·74	39·42	*Nil*	233·15
Total ..	13,101·44	2,765·52	15,866·96	18,829·83	5,568·26	24,398·09	225·69	323·45	967·10
Total Other Railways—									
5′ 6″ gauge	4,914·89	552·31	5,467·20	6,058·18	1,600·09	7,658·27	62·33	31·97	401·46
3′ 3⅜″ gauge	15,061·44	237·66	15,299·10	15,536·76	2,853·86	18,390·62	309·15	599·22	915·56
2′ 6″ and 2′ 0″ gauges ..	3,078·32	*Nil*	3,078·32	3,079·74	319·76	3,399·50	101·97	86·22	138·98
Total ..	23,054·65	789·97	23,844·62	24,674·68	4,773·71	29,448·39	473·45	717·41	1,456·00
Total by gauges—									
5′ 6″ gauge	16,274·14	3,310·54	19,584·68	23,131·24	6,758·64	29,889·88	224·55	355·42	1,060·46
3′ 3⅜″ gauge	16,009·68	244·95	16,254·63	16,499·58	3,146·78	19,646·36	333·20	599·22	992·51
2′ 6″ and 2′ 0″ gauges ..	3,872·27	*Nil*	3,872·27	3,873·69	436·55	4,310·24	141·39	86·22	372·13
Grand Total ..	36,156·09	3,555·49	39,711·58	43,504·51	10,341·97	53,846·48	699·14	1,040·86	2,425·10

Note.—The route mileage open on 31st March 1927 *viz.*, 39,048·88 *plus* the mileage opened during 1927-28 (column 8) does not agree with the mileage open on 31st March 1928 (column 4) and the difference of 36·44 miles is as follows:—

(*a*) Jhagadia-Thawa Road 18·75 miles closed for traffic during the year.

(*b*) Exclusion of Sambhar salt sidings 9·27 miles which was handed over to Salt Department.

(*c*) Minor adjustments 9·42 miles due to realignments and remeasurements.

VIII.—Summary of Equipment showing

Classification.	Locomotives.		Rail motors.		Steam coaches.		**Electric motor coaches.			Coaching vehicles excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers, carriages.
										Passenger carriages.						
											Seats.					
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	3rd class seats.	Average weight in tons.	No.	1st.	2nd.	Inter.	Third.	No	No.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class I Railways.																
5′ 6″ gauge	6,064	136,086,238	2	12	10†	735	54	5,168	68·7	9,859*	22,467	38,797	69,178	626,511	3,742	842
3′ 3⅜″ gauge	2,658	34,319,623	4	236	3†	224	..	..	..	7,661*	9,952	13,410	10,023	348,456	1,314	415
		Number.		Number.												
2′ 6″ and 2′ 0″ gauges		304		9	3	..	..	..	..	807	1,054	1,355	1,683	24,621	72	41
Class II Railways.																
3′ 3⅜″ gauge		237		1	..	..	..	..	..	735	1,148	2,075	878	26,449	167	114
2′ 6″ and 2′ 0″ gauges		127		4	3	..	..	..	..	531	627	770	473	16,603	47	13
Class III Railways																
3′ 3⅜″ gauge		17		..	..	..	..	..	..	59	81	154	40	1,597	17	3
2′ 6″ and 2′ 0″ gauges		137		12	2	..	..	..	..	460	424	390	1,153	11,063	47	15

IX.—Summary of net Additions

Classification.	Locomotives.		Rail motors.		Steam coaches.		**Electric motor coaches.		Coaching vehicles excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service Vehicles including officers carriages.
									Passenger carriages.						
										Seats.					
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	Seats.	No.	1st.	2nd.	Inter.	Third.	No.	No.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Class I Railways.															
5′ 6″ gauge	—290	—1,961,570	..	..	1	101	20	2,240	9	—102	—2,282	2,219	23,154	—84	—16
3′ 3⅜″ gauge	24	1,234,232	..	..	2	224	..	..	136	126	371	356	13,407	43	9
		Number.		Number.											
2′ 6″ and 2′ 0″ gauges		—23		4	..	..	..	..	—36	—21	—13	—22	—1,236	1	..
Class II Railways.															
3′ 3⅜″ gauge		5		..	..	..	..	..	10	—62	44	—46	595	2	15
2′ 6″ and 2′ 0″ gauges		5		..	2	..	..	..	45	68	127	49	2,174	—23	..
Class III Railways.															
3′ 3⅜″ gauge		..		—1	..	..	..	..	—1	—9	..	..	86	1	..
2′ 6″ and 2′ 0″ gauges		—2		1	..	..	..	..	—8	13	—23	3	235	—2	1
By gauges.															
5′ 6″ gauge	—290	—1,961,570	..	..	1	101	20	2,240	9	—102	—2,282	2,219	23,154	—84	—16
		Number.		Number.											
3′ 3⅜″ gauge		29		—1	2	224	..	..	145	55	415	310	14,088	46	24
2′ 6″ and 2′ 0″ gauges		—20		5	2	..	..	..	4	60	91	30	1,173	—24	1

*Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in column 16.
†Includes one sentinel engine.
**Motor Coach composite.

actual stock running on 31st March 1928.

Trailer coaches.				GOODS VEHICLES. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies.	Road Motors.
Electric.		Steam.		Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Other vehicles including brake vans.		
No	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No	No.	No.
18	19	20	21	22	23	24	25	26	27	28	29	30
159	16,720	2	80	96,437	1,967,202	39,433	820,456	6,712	130,570	12,250	3,944	80
..	..	..	..	45,680	550,274	2,647	35,881	5,483	64,481	6,723	3,130	7
							Number.					..
							3,827				147	
							5,305				145	..
							1,806				23	..
							468				2	..
							1,500				29	..

to or reduction of Equipment during the year 1927-28.

Trailer coaches.				GOODS VEHICLES. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies.	Road Motors.
Electric.		Steam.		Covered wagons.		Open wagons.		Other vehicles including brake vans.		
No.	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	No.	No.
17	18	19	20	21	22	23	24	25	26	27
48	5,616	..	..	340	23,827	—2,331	—22,819	—1,271	—111	9
..	..	..	..	1,347	22,283	204	2,272	43	216	4
						Number.				
						38			9	..
						273			14	..
						96			..	..
						11			1	..
						—15			—3	..
48	5,616	..	..	340	23,827	—2,331	—22,819	—1,271	—111	9
						Total Number.				
						1,878			231	4
						119			6	..

X.—*Summary of Passenger and Goods*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1926-27.	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*1,105,9*	1,076,1	*35,7*	41,5	*9,6*	11,3
2nd class . . . . . ,,	*10,393,7*	10,335,4	*241,5*	267,6	*30,6*	42,9
Inter class . . . . . ,,	*14,985,0*	17,431,2	*240,5*	257,5	*136,9*	149,4
3rd class . . . . . ,,	*568,592,1*	584,698,9	*25,318,5*	26,789,8	*10,381,6*	10,229,0
Total (*a*) . ,,	*595,076,7*	613,541,6	*26,336,2*	27,356,4	*10,558,7*	10,432,6
2. Passenger miles (in thousands)—						
1st class . . . . Miles	*116,792*	126,688	*1,409*	1,813	*291*	285
2nd class . . . . . ,,	*410,017*	468,524	*9,080*	9,992	*842*	923
Inter class . . . . . ,,	*670,437*	753,708	*5,868*	6,231	*1,939*	2,258
3rd class . . . . . ,,	*18,406,167*	19,559,423	*589,566*	621,862	*153,842*	152,583
Total . ,,	*19,603,413*	20,908,343	*605,923*	639,898	*156,914*	156,049
3. Average miles a passenger was carried—						
1st class . . . . . ,,	*105·6*	117·7	*39·5*	43·8	*30·3*	25·2
2nd class . . . . . ,,	*39·4*	45·3	*37·6*	37·3	*27·5*	21·5
Inter class . . . . . ,,	*44·7*	43·2	*24·4*	24·2	*14·2*	15·1
3rd class . . . . . ,,	*32·4*	33·5	*22·8*	23·2	*14·8*	14·9
Total . ,,	*32·9*	34·1	*23·0*	23·4	*14·8*	15·0
4. Earnings from passengers carried (in thousands of Rupees)—						
1st class . . . . . Rs.	*1,15,09*	1,10,78	*2,38*	2,53	*29*	40
2nd class . . . . . ,,	*1,82,18*	1,88,86	*5,59*	5,87	*52*	94
Inter class . . . . . ,,	*1,59,36*	1,66,73	*1,81*	1,88	*2*	72
3rd class . . . . . ,,	*31,89,90*	32,80,37	*1,20,26*	1,25,66	*33,85*	33,35
Total . ,,	*36,46,53*	37,46,74	*1,30,04*	1,35,94	*35,28*	35,41
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*18·9*	16·8	*32·4*	26·3	*19·1*	26·9
2nd class . . . . . ,,	*8·53*	7·74	*11·8*	11·3	*11·8*	19·6
Inter class . . . . . ,,	*4·56*	4·25	*5·92*	5·79	*6·14*	6·12
3rd class . . . . . ,,	*3·33*	3·22	*3·92*	3·88	*4·22*	4·20
Total . ,,	*3·57*	3·44	*4·12*	4·08	*4·30*	4·36
6. Tons of goods carried (in thousands) (*b*) .	*107,684*	112,615	*4,194*	4,486	*1,088*	1,156
7. Net ton-miles (in thousands)	*20,103,214*	21,620,094	*243,393*	254,410	*29,051*	27,718
8. Average miles a ton of goods was carried .	*186·7*	192·0	*58·0*	56·7	*30·6*	24·0
9. Earnings from goods carried (in thousands of rupees).	*63,40,88*	67,59,01	*1,43,56*	1,57,86	*23,84*	23,78
10. Average rate charged for carrying a ton of goods one mile . . . . Pies	*6·05*	6·00	*11·3*	11·9	*14·4*	16·5

Revenue Statistics for the years 1926-27 and 1927-28.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Remarks.
1926-27.	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	
8	9	10	11	12	13	14	15	16
844,5	824,1	*272,2*	268,0	*34,5*	36,8	*1,012,1*	980,1	
8,573,2	8,391,3	*1,953,0*	2,094,8	*140,6*	159,8	*10,006,3*	9,962,9	
13,304,9	15,459,6	*1,627,7*	1,898,2	*429,8*	480,3	*14,944,8*	17,350,6	
352,472,0	358,273,6	*223,118,0*	234,796,3	*29,202,2*	28,647,8	*578,408,6*	594,821,2	
375,193,6	382,948,6	*226,970,9*	239,057,3	*29,807,1*	29,324,7	*604,371,8*	623,114,8	
95,760	104,891	*21,344*	22,536	*1,388*	1,359	*118,492*	128,786	(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of gauges travelled over by each passenger. (b) The above remarks apply to tons carried also.
322,384	371,409	*92,871*	103,059	*4,684*	4,971	*419,939*	479,439	
594,237	667,175	*74,834*	84,590	*9,173*	10,432	*678,244*	762,197	
11,843,334	12,692,451	*6,778,767*	7,124,229	*527,474*	517,188	*19,149,575*	20,333,868	
12,855,715	13,835,926	*6,967,816*	7,334,414	*542,719*	533,950	*20,366,250*	21,704,290	
111·4	127·3	*73·4*	84·1	40·2	36·8	*117·1*	131·4	
37·6	44·3	*47·6*	49·2	*33·3*	31·1	*42·0*	48·1	
44·7	43·2	*46·0*	44·6	*21·3*	21·7	*45·4*	43·9	
33·6	35·4	*30·4*	30·3	*18·1*	18·1	*33·1*	34·2	
34·3	36·1	*30·7*	30·7	*18·2*	18·2	*33·7*	34·8	
90,81	87,38	*23,49*	23,49	*3,46*	2,84	*1,17,76*	1,13,71	
1,36,35	1,41,39	*47,54*	50,06	*4,40*	4,22	*1,88,29*	1,95,67	
1,40,79	1,47,11	*17,82*	19,09	*3,18*	3,13	*1,61,79*	1,69,33	
20,69,10	21,29,52	*11,54,43*	11,94,12	*1,20,48*	1,15,74	*33,44,01*	34,39,38	
24,37,05	25,05,40	*12,43,28*	12,86,76	*1,31,52*	1,25,93	*38,11,85*	39,18,09	
18·2	15·9	*21·1*	20·0	*47·9*	39·8	*19·1*	17·0	
8·12	7·31	*9·83*	9·33	*18·0*	16·3	*8·60*	7·84	
4·55	4·23	*4·57*	4·33	*6·66*	5·76	*4·58*	4·27	
3·35	3·22	*3·27*	3·22	*4·39*	4·30	*3·35*	3·25	
3·64	3·48	*3·42*	3·37	*4·65*	4·53	*3·59*	3·47	
80,918	84,118	*28,456*	30,279	*3,592*	3,860	*85,833*	89,791	
16,565,936	17,776,189	*3,670,246*	3,988,023	*139,476*	138,010	*20,375,658*	21,902,222	
204·7	211·3	*129·0*	131·7	*33·6*	35·8	*237·4*	243·9	
47,37,03	50,81,12	*16,42,35*	17,46,07	*1,08,90*	1,13,46	*65,08,28*	69,40,65	
5·51	5·49	*8·55*	8·41	*15·1*	15·8	*6·12*	6·08	

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1926-27 and 1927-28.

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total in thousands of rupees).	Per train mile.	Per mean mile worked.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked per week.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
		3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways	1926-27	*41,45,87*	*2·55*	*11,685*	*67,23,15*	*4·14*	*365*	*1,08,74,02*	*6·69*	*30,657*	*590*
	1927-28	44,51,91	2·60	12,404	69,84,37	4·08	374	1,14,36,74	6·68	31,864	613
Class II Railways	1926-27	*1,02,45*	*1·67*	*3,709*	*1,96,63*	*3·20*	*137*	*2,99,08*	*4·87*	*10,827*	*208*
	1927-28	1,21,81	1·94	4,258	1,97,16	3·13	133	3,18,97	5·07	11,152	214
Class III Railways	1926-27	*18,86*	*0·89*	*1,652*	*45,30*	*2·16*	*76*	*64,16*	*3·06*	*5,620*	*108*
	1927-28	18,69	0·80	1,532	47,95	2·22	82	66,64	3·02	5,771	111
Total All Railways	1926-27	*42,67,18*	*2·50*	*10,835*	*69,70,08*	*4·08*	*340*	*1,12,37,26*	*6·58*	*28,540*	*549*
	1927-28	45,92,41	2·56	11,505	72,29,48	4·02	348	1,18,22,35	6·58	29,624	569
5' 6" Gauge ..	1926-27	*28,34,53*	*2·62*	*14,449*	*50,46,08*	*4·67*	*495*	*78,80,61*	*7·29*	*40,181*	*773*
	1927-28	31,14,92	2·73	15,571	51,82,96	4·53	498	82,98,34	7·26	41,482	798
3' 3⅜" Gauge ..	1926-27	*13,76,42*	*2·47*	*8,599*	*17,21,46*	*3·10*	*207*	*30,97,88*	*5·57*	*19,359*	*372*
	1927-28	14,31,75	2·47	8,890	18,31,33	3·16	219	32,63,08	5·63	20,275	390
2' 6" and 2'0" Gauges	1926-27	*56,23*	*0·80*	*1,496*	*2,02,53*	*2·88*	*103*	*2,58,76*	*3·68*	*6,885*	*132*
	1927-28	45,74	0·62	1,201	2,15,19	2·93	109	2,60,93	3·55	6,851	132
Total All Gauges	1926-27	*42,67,18*	*2·50*	*10,835*	*69,70,08*	*4·08*	*340*	*1,12,37,26*	*6·58*	*28,540*	*549*
	1927-28	45,92,41	2·56	11,505	72,29,48	4·02	348	1,18,22,35	6·58	29,624	569

* Includes Replacement and Renewal or contribution to Depreciation Fund.

XII.—Summary of Train and Engine Mileage for the years 1926-27 and 1927-28 (In thousands of miles).

Particulars.	Year.	Train Miles.				Shunting and other Engine Miles.			Total engine miles.	Remarks.
		Passenger.	Goods.	Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total.		
								(Colms. 7 + 8.)	(Colms. 6 + 9).	
1	2	3	4	5	6	7	8	9	10	11
Class I Railways	*1926-27*	*73,117*	*56,016*	*24,853*	*162,478*	*29,159*	*16,202*	*45,361*	*207,839*	*Includes light, assisting required, assisting not required, siding and departmental.
	1927-28	77,919	58,592	25,315	171.164	29,695	16,988	46,683	217,847	
Class II Railways	*1926-27*	*1,567*	*1,178*	*3,298*	*6,145*	*1,120*	*154*	*1,274*	*7,419*	
	1927-28	1,369	1,133	3,671	6,290	1,203	151	1,354	7,644	
Class III Railways	*1926-27*	*283*	*134*	*1,566*	*2,097*	*357*	*133*	*490*	*2,587*	
	1927-28	314	149	1,698	2,207	369	146	515	2,722	
5′ 6″ gauge	*1926-27*	*56,211*	*40,594*	*6,310*	*108,101*	*20,301*	*12,772*	*33,073*	*141,174*	
	1927-28	59,893	42,679	6,308	114,373	20,351	13,295	33,646	148,019	
3′ 3½″ gauge	*1926-27*	*17,564*	*15,475*	*19,160*	*55,536*	*9,088*	*3,392*	*12,480*	*68,066*	
	1927-28	18,378	15,889	19,950	57,931	9,562	3,644	13,206	71,137	
2′ 6″ and 2′ 0″ gauges	*1926-27*	*1,192*	*1,259*	*4,247*	*7,033*	*1,247*	*325*	*1,572*	*8,605*	
	1927-28	1,331	1,306	4,426	7,357	1,354	346	1,700	9,057	
Total All Railways	*1926-27*	*74,967*	*57,328*	*29,717*	*170,720*	*30,636*	*16,489*	*47,125*	*217,845*	
	1927-28	79,602	59,874	30,684	179,661	31,267	17,285	48,552	228,213	

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1928.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
*1. Coaching vehicle miles	1,096,558,000	552,718,000	36,498,000
*2. *Wagon miles*—			
2·01 Loaded	1,345,052,000	543,143,000	20,360,000
2·02 Empty	625,226,000	188,763,000	9,484,000
2·03 Total (exluding brake vans)	1,970,278,000	731,906,000	29,844,000
2·04 Percentage loaded of total	68·2	73·5	67·8
*3. Net or freight ton miles	17,450,389,000	3,581,440,000	79,298,000
4. *Gross ton miles (including weight of engine)*—			
4·01 Passenger and proportion of mixed { Excluding departmental	25,029,959,000	6,690,902,000	274,990,000
4·01 Passenger and proportion of mixed { Including departmental	25,136,813,000	6,708,895,000	275,339,000
4·02 Goods and proportion of mixed { Excluding departmental	40,569,996,000	8,410,119,000	264,744,000
4·02 Goods and proportion of mixed { Including departmental	42,358,821,000	9,051,106,000	290,157,000
*5. *Vehicle and Wagon Usage*—			
5·01 Vehicle Miles per vehicle day	135·0	107·2	63·9
5·02 Wagon miles per wagon day	34·8	31·5	14·0
5·03 Net ton miles per wagon day	311·2	156·0	38·0
5·04 Average wagon load (Total traffic)	13·0	6·59	3·89
*6. *Running of trains*—			
Average speed—Train miles per train hour—			
6·01 Passenger trains	20·1	16·3	11·7
6·02 Mixed trains	13·5	12·3	11·3
6·03 Goods trains—Main lines	10·2	9·44	8·78
6·04 Goods trains—Branch lines	9·02	9·63	
*7. *Average train load*—			
Passenger—			
7·01 Number of vehicles	17·1	18·3	—
Passenger and proportion of mixed—			
7·02 Gross weight (including weight of engine)	390·1	240·0	—
Goods—			
7·03 Main lines—Loaded wagons	33·0	30·7	—
7·04 Main lines—Empty wagons	15·2	10·8	—
7·05 Main lines—Total	48·2	41·5	—
7·06 Percentage loaded of total	68·5	73·8	—
7·07 Branch lines—Loaded wagons	23·6	21·2	—

*Excluding departmental.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—contd.			
Goods—contd.			
7·08 Branch lines—Empty wagons	11·8	7·65	..
7·09 Branch lines—Total	35·4	28·8	..
7·10 Percentage loaded of total	66·7	73·5	..
Main and Branch Lines—			
Goods and proportion of mixed—			
7·11 Net or freight weight	390·2	164·1	54·1
7·12 Gross weight (*including* weight of engine)	907·2	385·5	180·5
7·13 Gross weight (*excluding* weight of engine)	797·5	328·0	132·9
*8. *Light Running.*—			
Light engine miles per 100 train miles—			
8·01 Passenger and proportion of mixed	1·88	0·84	..
8·02 Goods and proportion of mixed	7·10	2·51	..
*9. *Shunting.*—			
Shunting miles per 100 train miles—			
9·01 Passenger and proportion of mixed	5·25	4·49	..
9·02 Goods and proportion of mixed	38·0	32·4	..
9·03 Wagon miles per shunting engine hour	580·1	517·2	..
10. *Efficiency.*—			
*(a) 10·01 Wagon miles per engine hour	187·5	155·1	..
*(a) 10·02 Net ton miles per engine hour	1,665·2	759·0	..
*(b) (a) 10·03 Gross ton miles per engine hour	4,042·2	1,918·2	..
(a) 11. *Engines and Engine Usage.*—			
11·01 Average authorised stock (excluding engines ordered but not yet handed over to traffic)	6,309	2,559	312
11·02 Average total number on the line	6,130	2,620	280
11·03 Average number available for use	4,867	2,155	223
11·04 Average number in good repair stored	154	9	13
11·05 Engine miles per day per engine on the line	66·1	69·2	42·4
*11·06 Net ton miles per goods locomotive day on the line	12,444·7	6,621·1	2,182·1
11·07 Net ton miles per locomotive day of locomotives in use on Goods Service	19,650	9,710·3	2,810·4
(a) 12. *Density.*—			
12·01 Passenger miles per running track mile per annum	598,149	479,932	119,515
12·02 Passenger miles per route mile per annum	796,467	488,335	119,515
12·03 Net ton miles per running track mile per annum	768,493	264,077	42,093
12·04 Net ton miles per route mile per annum	907,658	268,701	42,039
(b) 12·05 Gross ton miles per running track mile per annum	2,917,943	1,107,107	281,092
(b) 12·06 Gross ton miles per route mile per annum	3,446,349	1,126,491	281,092
12·07 Train miles per running track mile per day	13·5	10·3	4·69
13. *Repair of Rolling stock.*—			
(a) Engines—			
Average number under or awaiting repair			
In Mechanical workshops.—			
13·01 Number	507	240	23
13·02 Percentage of item 13·01 to average number on the line	8·27	9·16	8·21

* Excluding departmental.
(a) Including departmental.
(b) Including weight of engine.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
In sheds and transportation workshops—			
13·03. Number	757	225	34
13·04. Percentage of item 13·03 to average total No. on the line	12·3	8·59	12·1
Engines undergoing repairs not available for traffic (daily)—			
13·05. Average number undergoing heavy repairs	166	66	7
13·06. Average number undergoing light repairs	35	12	..
13·07. Average number of days engines undergoing heavy repairs were not available for traffic.	106	108	118
13·08. Average number of days engines undergoing light repairs were not available for traffic.	55	47	..
(*a*) *Coaching Stock*—			
Average number under or awaiting repairs (daily)—			
13·09. Passenger carriages	1,145	734	64
13·10. Other coaching vehicles	364	128	9
13·11. Percentage of item 13·09 to average total No. on the line	11·4	9·85	7·75
13·12. Percentage of item 13·10 do. do.	7·92	7·12	8·74
**Goods Stock*—			
13·13. Average number of unserviceable wagons daily	8,332	2,572	213
13·14. Percentage of items 13·13 to average No. on the line	5·46	4·06	3·66
Hot boxes—			
13·15. Coaching vehicles—Number. (Monthly)	76	38	2
13·16. Wagons—Number. (Monthly)	2,232	337	9
14. *Coal consumption for locomotive services.*—			
Number of tons of fuel consumed—			
(*a*) 14·01 Foreign coal	..	..	..
(*a*) 14·02 Indian coal	5,042,900	1,304,990	106,794
(*a*) 14·03 Wood	5,399	81,579	108
(*a*) 14·04 Oil fuel	121,512	70	..
(*a*) 14·05 Total (in terms of coal)	5,265,991	1,337,750	106,837
†Passenger and Mixed—			
*14·06 Total net tons of coal consumed	2,088,704	722,927	60,512
*14·07 lbs. per engine mile	67·7	45·2	53·6
†Goods—			
*14·08 Total net tons of coal consumed—Goods service	2,381,581	416,353	28,148
*14·09 Ditto Shunting (including siding)	590,641	129,115	15,767
14·10 Ditto Departmental	206,732	72,456	

(*a*) Including Departmental.

* Excluding Departmental.

† See footnotes (*a*) to (*d*) under statement 27 (*b*).

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
Goods—*concld.*			
*14·11 Lbs. per engine mile (Goods service)	108·7	56·3	71·5
*14·12 Lbs. per engine mile (shunting including siding)	62·0	34·5	
Lbs. of coal consumed per 1,000 gross ton miles—(*b*)			
*14·13 Passenger and proportion of mixed	180·6	192·1	371·6
*14·14 Goods and proportion of mixed	135·7	151·9	384·6
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental).—			
15·01 Total pints (Passenger and Mixed)	5,900,127	2,111,862	269,192
15·02 Total pints (Goods trains)	4,394,547	1,059,780	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·23	5·81	6·19
15·04 Pints per 100 engine miles (Goods)	8·67	6·09	
Lubricating oil used on coaching goods, and departmental vehicles—			
15·05 Total pints	6,849,974	1,776,933	..
15·06 Pints per 1,000 vehicle miles	2·13	1·26	..

* Excluding Departmental.
(*b*) Including weight of engine.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

HOERAR

FINANCIAL STATEMENTS

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1927-28 and of the per Government after meeting all charges against the

Class and Name of Railway.	Capital at charge on 31st March 1928.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge.
1	2	3	4
Central.			
STATE LINES WORKED BY THE STATE.			
1. Aden	14,12	—26	—8·92
2. Delhi (New Capital) Railway Works Scheme	76,28	..	..
3. Eastern Bengal	46,81,50	2,48,67	5·31
4. East Indian (including South Bihar)	1,40,84,28	8,51,75	6·07
5. North Western (Commercial)	99,96,44	4,98,18	4·98
North Western (Military)—			
6. Main line	32,37,76	—33,81	—1·04
7. Great Indian Peninsula	1,13,92,91	5,31,65	4·66
8. Coal Department	90,02	..	..
TOTAL	4,35,73,31	20,96,18	4·81
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
9. Assam-Bengal	20,71,85	97,35	4·69
10. Bengal-Nagpur	70,18,65	3,53,71	5·03
11. Bezwada Extension including D. K. extension (N. G. S.)	27,72	4,59	26·48
12. Bombay, Baroda and Central India (including Dholka Dhanduka, Jambusar Kavi and Samni Dehej)	71,49,30	4,34,50	6·07
13. Burma Railways (including Extensions)	31,35,12	2,17,02	6·92
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	69,75	2,67	3·84
15. Lucknow-Bareilly (R. & K.)	1,55,14	20,97	13·51
16. Madras and Southern Mahratta	55,30,58	3,48,58	6·30
17. Dhone-Kurnool (M. & S. M.)	..	..	..
18. South Indian	31,56,76		
19. Coonoor-Ootacamund (S. I.)	50,29		
20. Travancore (British Section) (S. I.)	51,01	2,27,19	7·19
21. Travancore (Indian State Section) (S. I.)	1,38,70		
22. Tirhoot (B. & N. W.)	9,12,71	99,45	10·89
23. Contribution to Depreciation Fund on account of Company worked lines	..	—11,49	..
TOTAL	2,94,67,58	17,94,54	6·07
Miscellaneous Items.			
Abandoned Projects, etc.	32,26	..	..
Other miscellaneous items	2,56,82	..	..
Interest on the equivalent at 102 of India 7 per cent. Stock purchased with Railway Sinking Funds the Credit for Interest on which has been eliminated from specific Debt in England by transfer to non specific debt in India.	..	..	..
Deduct—Interest during construction	..	..	..
Total Central	7,33,29,97	38,90,72	5·31
Provincial.			
Assam (Jorhat)	13,22	12	0·75
United Provinces (Distillery siding)	1,72	..	..
Total Provincial	14,94	10	0·67
GRAND TOTAL	7,33,44,91	38,90,84	5·30

Note—For state lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial result on the basis of the amounts credited to the depreciation fund by debit to Revenue of this Report.

centage of those figures on the Capital at Charge on 31st March 1928 also of the net gain or loss to net Revenue Receipts (In thousands of rupees).

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between Columns (3) and (7).		
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	Percentage of gain or loss on Capital at charge.
5	6	7	8	9	10
..	65	65	..	91	—13·53
..	4,17	4,17	..	4,17	—5·47
..	1,67,78	1,67,78	80,89	..	1·73
..	5,32,69	5,32,69	3,19,06	..	2·27
..	3,32,65	3,32,65	1,65,53	..	1·66
..	1,72,52	1,72,52	..	2,06,33	—6·37
..	3,84,74	3,84,74	1,46,91	..	1·29
..	4,47	4,47	..	4,47	—4·96
..	15,99,67	15,99,67	4,96,51	..	1·14
4,04	76,07	80,11	17,24	..	0·83
8,72	3,06,10	3,14,82	38,39	..	0·55
..	99	99	3,60	..	12·98
15,12	2,52,60	2,67,72	1,66,78	..	2·33
35,63	1,11,83	1,47,46	69,56	..	2·21
..	2,67	2,67	..	..	0·01
1,56	9,06	10,62	10,35	..	6·66
76,27	2,06,57	2,82,84	65,74	..	1·19
..	..	..	..	..	..
10,54	1,28,31	1,38,85			
	1,85	1,85			
	46	46	84,97	..	2·69
	1,06	1,06			
5,26	32,04	37,30	62,15	..	6·81
..	..	..	..	11,49	..
1,57,14	11,24,61	12,86,75	5,07,79	..	1·70
..	1,07	1,07	..	1,07	—3·32
..	13,82	13,82	..	13,82	—5·38
..	—1,58	—1,58	1,58	..	..
..	—24,25	—24,25	24,25	..	..
1,57,14	27,18,34	28,75,48	10,15,24	..	1·38
..	47	47	..	35	—2·94
..	10	10	..	10	—5·81
..	57	57	..	47	—3·15
1,57,14	27,18,91	28,76,05	10,14,79	..	1·38

against each individual railway are determined after taking into account the amount actually spent on replacements and renewals are shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I.

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
I.—State Lines worked by the State.							
(i) Open lines.							
Aden	..	..	6	—77	..	—15	—86
Delhi (New Capital) Railway Works Scheme.	..	..	—1,74	..	26	—87	—2,35
Eastern Bengal	..	5,94,92	1,11,44	23,62	3,07	3,37	1,41,50
East Indian	—1,16	55,84,05	2,17,70	82,55	3,51	75,09	3,78,85
Great Indian Peninsula (including Bhopal State).	..	54,80,84	3,28,01	8,82	16,23	55,37	4,08,43
North Western (Commercial)	..	14,17,05	2,06,69	1,45,19	3,27	54,72	4,09,87
North Western (Military)	..	..	38,93	15,09	11	..	54,13
Coal Department	..	..	4,08	..	..	—45	4,23
Total I (i)	—1,16	1,30,76,86	9,05,77	2,74,50	26,45	1,87,08	13,93,80
(ii) New Constructions.							
Eastern Bengal	..	..	31,84	..	1,63	..	33,47
East Indian	..	..	1,50,53	..	16,32	—1,95	1,64,90
Great Indian Peninsula	..	..	14,75	..	47	1	15,23
North-Western (Commercial)	..	..	2,25,25	..	17,14	14,40	2,56,79
North-Western (Military)	..	..	2,5,05	..	3,18	13,90	42,13
Total I (ii)	..	..	4,47,42	..	38,74	26,36	5,12,52
II.—State Lines woked by Companies or by Indian States.							
(i) Open lines.							
Assam-Bengal—I	..	..	10	..	..	..	10
Assam-Bengal—II	..	..	14,19	36,25	..	2,17	52,61
Bengal-Nagpur	..	..	88,92	7,51	3,93	—1,72	98,64
Bezwada Extension (N. G. S.)	..	..	2	..	..	..	2
Bombay, Baroda and Central India	..	21,83,54	1,26,01	97,42	7,79	31,79	2,63,01
Burma	..	..	47,90	33,66	56	10,10	92,22
Burma Extensions	..	..	3,45	4,24	5	..	7,74
Southern Shan States	..	..	92	—3	..	..	89
Total Companies' Lines (Open lines) Carried over.	..	21,83,54	2,81,51	1,79,05	12,33	42,34	5.15.23

Railways on the 31st March 1928 (In thousands of rupees).

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3 + 13).	Remarks.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
8,12	4,53	16	1,31	14,12	14,12	
61,31	..	12,41	2,56	76,28	76,28	
27,60,17	10,50,61	1,37,07	1,05,20	(a) 40,53,05	46,47,97	(a) Excludes Rs. 29,78,885 on account of the capital expenditure on Burkhuda colliery transferred to the Audit Officer, Railway Collieries without financial adjustment.
42,23,01	33,53,00	1,08,93	3,32,04 3	80,16,98 3	1,36,01,03 3	
40,62,95	14,02,79	1,37,13	2,88,52	(b) 58,91,39	1,13,72,23	(b) Excludes Rs. 39,62,490 on account of the capital expenditure on collieries transferred without financial adjustment to the Audit Officer, Railway Collieries.
49,47,02	25,11,19	3,19,05	4,07,60	81,84,86	96,01,91	
22,32,28	4,33,43	1,11,89	—74	28,26,86	28,26,86	
89,46	..	..	56	(c) 90,02	90,02	(c) Includes Rs. 29,78,885 and Rs. 39,62,490 transferred without financial adjustment from the E. B. and G. I. P. Railways on account of capital expenditure on collieries.
1,83,84,32	88,05,55	8,26,64	11,37,08	2,91,53,59	4,22,30,45	
31,90	..	1,63	..	33,53	33,53	
3,36,65	..	50,34	28,64	4,15,63	4,15,63	
18,73	..	1,94	1	20,68	20,68	
3,18,47	..	26,43	49,63	3,94,53	3,94,53	
2,83,10	..	30,77	97,03	4,10,90	4,10,90	
9,88,85	..	1,11,11	1,75,31	12,75,27	12,75,27	
61,65	..	..	..	61,65	61,65	
13,41,95	4,00,16	1,45,53	18,54	19,06,18	19,06,18	
40,50,34	24,60,13	2,62,94	1,21,08	68,94,49	68,94,49	
16,16	..	1,17	..	17,33	17,33	
33,21,20	13,00,33	1,61,31	1,74,30	49,57,14	71,40,68	
17,50,03	4,94,17	1,60,16	58,74	24,63,10	24,63,10.	
1,96,04	78,24	16,47	..	2,90,75	2,90,75	
1,43,19	11,77	17,44	..	1,72,40	1,72,40	
1,08,80,56	47,44,80	7,65,02	3,72,66	1,67,63,04	1,89,46,58	

2 (a).—*Statement of Capital at Charge of State-owned Railways*

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1s. 4d. to the rupee.)		Capital outlay during the financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (open lines) Brought forward	..	21,83,54	2,81,51	1,79,05	12,33	42,34	5,15,23
Jodhpur	..	..	6,35	..	..	—28	6,07
Lucknow-Bareilly (R. & K.)	..	..	..	..	..	—55	—55
Madras and Southern Mahratta including Dhone-Kurnool	..	19,66,21	1,28,75	36,47	4,34	8,06	1,77,62
South Indian	..	8,58,93	84,57	45,58	4,88	8.00	1,43,03
Coonoor-Ootacamund (S. I.)	..	..	2	—1,02	..	..	—1,00
Travancore (British Section) (S. I.)	..	..	47	4	—8	..	43
Travancore (Indian State Section) (S. I.)	..	..	96	4	..	..	1,00
South Bihar (E. I.)	..	..	..	..	..	..	..
Tirhoot (B. & N. W.)	.	..	3,79	2,41	.	16,65	22,85
Total II (*i*)	..	50,08,68	5,06,42	2,62,57	21,47	74.22	8.64,68
II (*ii*) New Constructions	..	..	..	..	..	..	..
Assam Bengal	..	..	42,89	..	2,81	—1,08	44,62
Bengal Nagpur	..	..	57,37	..	12,48	2,25	72,10
Dhone-Kurnool Extension	..	..	8,41	..	64	13	9,18
Bombay, Baroda and Central India	..	..	3,38	..	33	..	3,71
Burma	.	..	80,33	..	9,69	2	90,04
Madras and Southern Mahratta	..	..	53,99	..	5,84	12,00	71,83
South Indian	..	..	1,37,78	..	30,05	13,86	1,81,69
Total II (*ii*)	..	..	3,84,15	..	61,84	27.18	4,73,17
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Accountant General, Railways Account current.	..	..	..	..	..	..	..
Total III	..	..	..	..	..	..	..
Total Central I(*i*)—III	—1,16	1,80,85,54	22,43,76	5,37,07	1,48,50	3,14,84	32,44,17
IV.—Provincial.							
Assam (Jorhat)	..	..	..	2	..	—6	—4
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	..	2	..	—6	—4
Grand Total I(*i*)—IV	—1,16	1,80,85,54	22,43,76	5,37,09	1,48,50	3,14,78	32,44,13

on the 31st March 1928 (In thousands of rupees)—concld.

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Remarks.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,08,80,56	47,44,80	7,65,02	3,72,66	1,67,63,04	1,89,46,58	
66,10	34	3,08	23	69,75	69,75	
1,04,52	35,57	5,26	9,79	1,55,14	1,55,14	
24,18,60	8,28,15	1,11,20	81,13	34,39,08	54,05,29	
10,57,80	6,17,84	63,00	91,35	18,29,99	26,88,92	
29,95	17,28	3,06	..	50,29	50,29	
40,28	6,04	4,69	..	51,01	51,01	
1,01,61	25,13	11,96	..	1,38,70	1,38,70	
59,74	..	7,85	..	67,59	67,59	
6,20,54	2,03,36	50,71	38,10	9,12,71	9,12,71	
1,53,79,70	64,78,51	10,25,83	5,93,26	2,34,77,30	2,84,85,98	
95,66	..	7,52	84	1,04,02	1,04,02	
95,75	..	25,86	2,55	1,24,16	1,24,16	
8,70	..	73	96	10,39	10,39	
8,08	..	54	..	8,62	8,62	
1,89,57	..	19,25	5	2,08,87	2,08,87	
92,65	..	9,14	23,50	1,25,29	1,25,29	
3,55,70	..	59,46	52,68	4,67,84	4,67,84	
8,46,11	..	1,22,50	80,58	10,49,19	10,49,19	
32,26	..	..	..	32,26	(*a*) 32,26	(*a*) Distribution over minor heads is not available.
2,35,52	..	(*b*)20,85	45	2,56,82	2,56,82	(*b*) Represents investment in share of Branch Line companies.
2,67,78	..	20,85	45	2,89,08	2,89,08	
3,58,66,76	1,52,84,06	21,06,93	19,86,68	5,52,44,43	7,33,29,97	
7,43	4,70	41	68	13,22	13,22	
1,72	..	..	..	1,72	1,72	
9,15	4,70	41	68	14,94	14,94	
3,58,75,91	1,52,88,76	21,07,34	19,87,36	5,52,59,37	7,33,44,91	

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
(A) Worked by the Branch						
Open Lines.						
Ahmadpur-Katwa	2′ 6″	24	2	..	..	26
Bankura-Damodar River	,,	45	2	..	38	85
Burdwan-Katwa	,,	49	..	..	25	74
Futwah-Islampur	,,	—2	16	..	11	25
Kalighat-Falta	,,	16	7	..	—29	—6
Total 1-(A)	..	1,32	27	..	45	2,04
(B) Worked by the						
Open Lines						
Hardwar-Dehra (E. I.)	5′ 6″	85	..	..	..	85
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	30	..	..	..	30
Katakhal Lalabazar (A. B.)	3′ 3⅜″	44	..	..	..	44
Daeghara-Jamalpurgunj (Bengal Provincial)	2′ 6″	..	..	..	..	..
Total 1-(B).	..	1,59	..	..	..	1,59
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
Open Lines.						
Amritsar-Patti (N. W.)	5′ 6″	14	..	..	..	14
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	,,	33	..	..	..	33
Phagwara-Rahon (N. W.)	,,	31	..	..	..	31
Mandra-Bhaun (N. W.)	,,	2	..	..	..	2
Sara-Sirajganj (E. B.)	,,	1,88	..	..	..	1,88
Sialkot-Narowal (N. W.)	,,	14	..	..	..	14
Southern Punjab (N. W.)—						
Main line	,,	2,21	..	..	..	2,21
Jullundur Doab (N. W.)	,,	..	..	..	..	..
Ludhiana Extension (N. W.)	,,	21	..	..	..	21
Sutlej Valley (N. W.)	,,	21	..	..	..	21
Tapti Valley (B., B. & C. I.)	,,	29	..	4	..	33
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3⅜″	6	..	..	..	6
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	1	..	1	..	2
Dhond-Baramati (G. I. P.)	,,	1	1	..	..	2
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	,,	18	2,21	..	..	2,39
Godhra-Lunavada (B., B. & C. I.)	,,	3	..	..	..	3
Jacobabad-Kashmor (N. W.)	,,	—10	..	..	..	—10
Khulna Bagerhat (E. B.)	,,	—5	..	..	..	—5
Larkana-Jacobabad (N. W.)	,,	4	..	..	..	4
Mayurbharj (B. N.)	,,	..	..	..	..	..
Nadiad Kapadvanj (B., B. & C. I.)	,,	..	..	2	..	2
Pachora-Jamner (G. I. P.)	,,	..	3	..	..	3
Darjeeling-Himalayan Extensions	2′ 0″	11	59	..	..	70
Total (2)	..	6,03	2,84	7	..	8,94

year 1927-28 of other than State-owned Railways (In thousands).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					
16,27	2,15	1,85	2	20,29	
29,07	4,52	3,66	81	38,06	
14,27	2,90	1,63	67	19,47	
15,36	2,60	1,32	18	19,46	
14,61	5,99	1,62	57	22,79	
89,58	18,16	10,08	2,25	1,20,07*	*Excludes Rs. 30,67,000 being the capital outlay to the end of 1925-26 of Arakan Lt. Ry. which has been closed for all kinds of traffic from 1st June 1926.
Main Line.					
29,55	..	4,41	..	33,96	
29,37	..	1,72	..	31,09	
15,05	..	1,39	..	16,44†	†Includes Rs. 1,13,000 direct outlay by the Managing Agents.
2,02	1,16	19	2	3,39	
75,99	1,16	7,71	2	84,88	
TERMS WORKED BY THE MAIN LINE.					
33,97	..	1,32	..	35,29	
33,08	..	1,94	..	35,02	
26,10	..	1,71	..	27,81	
23,33	..	78	..	24,11	
86,59	..	5,81	..	92,40	
28,33	..	63	..	28,96	
2,82,40	..	15,74	..	2,98,14	
1,28,42	..	7,30	..	1,35,72	
94,76	..	4,68	..	99,44	
1,45,22	..	8,14	..	1,53,36	
1,25,40	..	10,64	..	1,36,04	
33,88	3	3,76	..	37,67	
11,18	6,42	3,40	..	21,00	
8,21	2,25	1,85	..	12,31	
57,81	18,09	15,10	..	91,00	
8,76	1,80	3,38	..	13,94	
18,09	5,26	92	..	24,27	
6,53	1,24	79	..	8,56	
20,18	6,73	3,78	..	30,69	
24,12	58	..	..	24,70	
8,83	4,72	2,70	..	16,25	
12,03	2,09	3,77	..	17,89	
41,30	6,69	9,54	..	57,53	
12,58,52	55,90	1,07,68	..	14,22,10	

2 (b).—*Statement of Capital Outlay to*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**3. BRANCH LINE COMPANIES' RAILWAYS UNDER**
Jamnagar and Dwarka	3′ 3⅜″	16	..	..	..	16
Mymensingh-Bhairab Bazar (A. B.)	,,	78	..	..	4	82
Total (3)	..	94	..	..	4	98
						4. COMPANIES' LINES SUBSIDIZED BY THE
Open Lines.						
Bengal and North-Western†	3′ 3⅜″	7,80	—20	—1	2,50	10,09
Bengal Dooars Extensions*	,,	58	49	..	25	1,32
Mirpur Khas-Jhudo* (Jodhpur)	,,	41	..	..	..	41
Mirpur Khas-Khadro* (Jodhpur)	,,	..	..	..	..	..
Rohilkund and Kumaon	,,	58	40	..	14	1,12
Barsi Light*	2′ 6″	25,28	7,41	61	—15,30	18,00
Dehri-Rohtas Light	,,	27	..	1	10	38
Shahdara (Delhi)-Saharanpur Light*	,,	2	..	..	14	16
atheran Light*	2′0″	Information not furnished.				
Total	..	34,94	8,10	61	—12,17	31,49
Open Lines.						**5. COMPANIES' LINES SUBSIDIZED**
Dibru-Sadiya	3′ 3⅜′	70	1,27	...	..	1,97
Darjeeling-Himalayan	2′ 0″	31	1,00	..	—63	68
Total (5)	..	1,01	2,27	..	—63	2,65
Open Lines.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya)	3′ 3⅜″	..	..	..	..	..
Bengal Provincial	2′ 6″	..	..	..	—5	—5
Jagadhri Light	2′ 0″	..	..	..	..	..
Kulasekarapatnam Light	,,	7	2	..	..	9
Trivellore Light	,,	..	..	..	..	..
Total (6)	..	7	2	..	—5	4

the end of the year 1927-28 of other than State-owned Railways (*In thousands*)—contd.

Total capital outlay to the end of the year.					Remarks.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					
59,84	3,37	2,56	2,00	67,77	
1,11,50	..	7,00	18	1,18,68	
1,71,34	3,37	9,56	2,18	1,86,45	
GOVERNMENT OF INDIA.					
					*Receives land only from Government.
†7,91,03	2,48,23	82,35	10,03	11,31,64	†Includes Rs. 4,000 on account of survey.
90,65	14,35	7,81	4,33	1,17,14	
8,68	..	58	..	9,26	
7,95	..	58	..	8,53	
1,27,89	49,37	11,96	20	1,89,42	
1,15,84	40,26	7,70	3.85	1,67,65	
7,51	3,85	42	.52	12,30	
31,34	13,67	3,79	1,21	50,01	
11,80,89	3,69,73	1,15,19	20,14	16,85,95	
BY LOCAL GOVERNMENTS.					
62,08	47,61	16,16	1,50	1,27,35§	§ Excludes Rs. 15,49,000 (which is made up of Rs. 7,67,000 in respect of works, Rs. 5,80,000 for rolling stock and Rs. 2,02,000 for general charges) due to the change of the rate of conversion from 1/4d. to 1/6d. by the Home Board with effect from 1st April 1926.
32,47	12,10	2,78	2,98	50,33	
94,55	59,71	18,94	4,48	1,77,68	
COMPANIES' LINES.					
16,94	Details not available.			16,94	
8,77	2,76	1	31	11,85	
62	40	12	..	1,14	
4,23	2,92	67	..	7,82	
39	67	10	..	1,16	
30,95	6,75	90	31	38,91	

2 (b).—*Statement of Capital Outlay to*

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**7. DISTRICT**
Suramangalam-Salem (S. I.)	5′ 6″	..	..	..	..	..
Tenali-Repalle (M. & S. M.)	,,	8	..	..	..	8
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	5	..	..	..	5
Podanur-Pollachi (S. I.)	,,	9	2	..	..	11
Tanjore District Board (S. I.)	,,	43	..	..	..	43
Tinnevelly-Tiruchendur (S. I.)	,,	62	..	..	..	62
Total (7)	..	1,27	2	..	..	1,29
Open Lines.						**8. COMPANIES' LINES SUBSIDIZED BY**
Bengal Dooars	3′ 3⅜″	1,03	..	..	..	1,03
Arrah-Sasaram Light	2′ 6″	..	11	..	—2	9
Baraset-Basirhat Light	,,	14	42	—1	30	85
Bukhtiarpur-Bihar Light	,,	4	..	..	1	5
Jessore-Jhenidah	,,	8	4	2	3	11
Tezpur-Balipara Light	,,	..	..	..	..	..
Howrah-Amta Light	2′ 0″	30	70	—3	—12	85
Howrah-Sheakhala Light	,,	1	16	..	—13	4
Total (8)	..	1,60	1,43	—2	1	3,02

the end of the year 1927-28 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					
5,04	...	23	...	5,27	
14,40	...	1,14	...	15,54	
21,76	...	1,59	...	23,35	
9,03	6,97	1,28	...	17,28	
62,28	...	6,75	...	69,03	
23,74	..	2,23	..	25,97	
1,36,25	6,97	13,22	..	1,56,44	
DISTRICT BOARDS.					
27,29	6,05	3,53	..	36,87	
18,66	4,60	11	14	23,51	
18,72	5,62	31	47	25,12	
10,52	4,17	...	14	14,83	
10,94	3,15	76	..	14,85	
3,20	1,60	7	..	4,87	
16,75	10,65	85	2,35	30,60	
4,79	2,66	12	67	8,24	
1,10,87	38,50	5,75	3,77	1,58,89	

2 (b).—*Statement of Capital Outlay to the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
OPEN LINES.						
Bhavnagar State	3′ 3⅜″	3,58	1,38	16	81	5,93
Bikaner	,,	14,23	45	33	—5,38	9,63
Gondal	,,	34	1,11	..	95	2,40
Jetalsar-Rajkot (Gondal)	,,	23	..	—1	—17	5
Jodhpur	,,	12,67	13,37	..	—37	25,67
Junagad State	,,	79	14	..	—51	42
Khijadiya-Dhari (Gondal)	,,	..	..	..	1	1
Morvi	,,	82	60	..	1,15	2,57
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug and Nanjangud Chamarajanagar Sections).	,,	1,22	1,25	..	—39	2,08
Porbandar State	,,	67	30	..	—2	95
Udaipur-Chitorgarh	,,	6	63	..	—25	44
Bodeli-Chota Udaipur (Gaekwar's Baroda State)	2′ 6″	..	..	..	..	..
Cutch State	,,	2,20	4	20	..	2,44
Dholpur-Bari (including Mohari-Barauli)*	,,	5	6	..	..	11
Gaekwar's Baroda State	,,	5,71	2,08	4	5,63	13,46
Kolar District	,,	..	16	..	..	16
Gwalior Light	2′ 0″	1,39	31	..	..	1,70
Pipar Bilara Light (Jodhpur)	,,	..	..	..	..	..
Tarikere-Narasimharajapura Light	,,	7	4	..	..	11
TOTAL	..	44,03	21,92	72	1,46	68,13
LINES UNDER CONSTRUCTION.						
Nohar to Sadulpur (Bikaner State)	3′ 3⅜″	48	..	..	..	48
Shimoga to Arasalu (Mysore)	,,	4,15	—1	46	1	4,61
Samdari-Jalore, Makrana-Parbatsar, Phalodi Pokran (Jodhpur).	,,	3,36	..	14	..	3,50
Prachi Road to Jamwala (Junagad State)	,,	..	..	4	..	4
Dholpur to Rajakhera (Dholpur-Bari)	2′ 6″	..	..	..	..	..
Barauli-Sirmuttra section (Dholpur-Bari)	,,	33	..	..	..	33
Mahuva to Anaval (Gaekwar's Baroda State)	,,	..	..	..	..	..
Dungarda Waghai (Gaekwar's Baroda State)	,,	1	..	1	..	2
Bilimora-Bunder Siding (Gaekwar's Baroda State)	,,	25	..	2	..	27
Zankhvav to Umerpada (Gaekwar's Baroda State)	,,	3,41	..	35	..	3,76
Navsari to Kamrej (Gaekwar's Baroda State)	,,	..	..	..	..	..
TOTAL	..	11,99	—1	1,02	1	13,01
TOTAL (9)	..	56,02	21,91	1,74	1,47	81,14

end of the year 1927-28 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
1,49,27	37,94	7,34	4,04	1,98,59	
2,13,98	76,25	3,98	5,13	2,99,34	
48,50	23,24	2,47	5,53	79,74	
20,89	..	89	31	22,09	
1,93,68	1,64,14	1,81	14,22	3,73,85	
75,15	23,71	2,91	7,14	1,08,91	
18,35	..	1,65	6	20,06	
45,77	27,12	1,76	1,96	76,61	
1,80,68	56,80	16,82	7,92	2,62,22	
12,50	10,06	70	1,69	24,95	
17,83	6,93	1,11	80	26,67	
9,16	...	1,17	...	10,33	
11,13	1,78	1,57	...	14,48	
10,16	4,33	49	..	14,98	*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli section.
1,96,54	45,04	19,14	17,45	2,78,17	
14,24	9,77	1,50	17	25,68	
81,71	10,33	4,55	...	96,59	
2,37	52	4	..	2,93	
8,67	1,86	76	—2	11,27	
13,10,58	4,99,82	70,66	66,40	19,47,46	
48	..	..	..	48	
7,10	..	1,34	1	8,45	
12,87	..	45	...	13,32	
3,15	..	36	...	3,51	
95	..	7	...	1,02	
33	..	...	...	33	
8	..	...	...	8	
23	..	3	..	26	
40	...	2	..	42	
3,96	..	39	..	4,35	
3	..	..	..	3	
29,58	..	2,66	1	32,25	
13,40,16	4,99,82	73,32	66,41	19,79,71	

2 (b).—Statement of Capital Outlay to the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						10. INDIAN STATE LINES
OPEN LINES.						
Kazipet Balharshah (N. G. S.)	5′ 6″	68,85	2,00	6,21	..	77,06
Bhopal-Itarsi* (G. I. P.)	,,	..	..	..	..	..
Bhopal Ujjain (G. I. P.)	,,	20	..	..	..	20
Bina-Goona-Baran (G. I. P.)	,,	29	..	..	..	29
Jammu and Kashmir (Indian State section) (N. W.)	,,	1	..	..	..	1
Jind-Panipat (Indian State section) (N. W.)	,,	15	..	..	..	15
Karepalli-Kothagudam (N. G. S.)	,,	..	..	..	6	6
Khanpur-Chachran (N. W.)	,,	5	..	..	..	5
Ludhiana-Dhuri-Jakhal (N. W.)	,,	5	..	..	..	5
Nagda-Ujjain (B., B. & C. I.)	,,	2	..	..	..	2
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.).	,,	4	..	..	..	4
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.).	,,	..	..	..	..	..
Rajpura-Bhatinda (N. W.)	,,	54	..	..	..	54
Bangalore-Harihar (M. & S. M.)	3′ 3⅜″	95	94	..	11	2,00
Cooch Behar State (E. B.)	,,	25	..	..	..	25
Dhrangadra (B., B. & C. I.)	,,	..	..	..	..	..
Gaekwar's Mehsana (B., B. & C. I.)	,,	1,64	..	34	..	1,98
Hindupur (Yesvantpur-Mysore Frontier)(M. & S.M.)	,,	13	..	..	..	13
Hingoli Branch (N. G. S.)	,,	3	1,12	..	—1	1,14
Jaipur State (B., B. & C. I.)	,,	12	..	..	—2	10
Kolhapur State (M. & S. M.)	,,	5	..	..	..	5
Okhamandal (Jamnagar and Dwarka)	,,	5	— 33	3	..	—25
Palanpur-Deesa‡ (B., B. & C. I.)	,,	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	2	..	..	..	2
Rajkot-Jamnagar (Jamnagar and Dwarka)	,,	3,82	5,74	..	4,55	14,11
Sangli State (M. & S. M.)	,,	..	..	..	..	..
Secunderabad-Gadwal (N. G. S.)	,,	27	1,60	..	—5	1,82
Shoranur-Cochin (S. I.)	,,	7	5	..	—3	9
Jhagadia Thawa (B., B. & C. I.)§	2′ 6″	1	..	4	..	5
Parlakimedi Light (B. N.)	,,	..	..	..	..	..
Rajpipla State (B., B. & C. I.)	,,	16	..	3	..	19
TOTAL	..	77,77	11,12	6,65	4,61	1,00,15
LINES UNDER CONSTRUCTION.						
Asifabad Road to Balharshah (N. G. S.)	5′ 6″	—16,63	..	—3,50	—25,99	—46,12
Wagrod to Khareda (B., B. & C. I.)	3′ 3⅜″	..	..	..	..	..
Allumpur Road-Kurnool (N. G. S.)	,,	—10	..	3	—1	—8
Parbhani-Purli (N. G. S.)	,,	1,38	..	33	—20	1,51
Trichinopoly to Pudukkottai (S. I.)	,,	..	..	..	..	..
Vijapur-Ambliasan (B., B. & C. I.)	,,	6,30	..	27	..	6,57
TOTAL	..	—9,05	..	—2,87	—26,20	—38,12
TOTAL (10)	..	68,72	11,12	3,78	—21,59	62,03

end of the year 1927-28 of other than State-owned Railways (In thousands)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					
1,10,98	8,04	11,63	..	1,30,65	
50,00	..	..	..	50,00	*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.
72,99	..	6,96	..	79,95	
93,68	18	8,24	..	1,02,10	
10,45	..	60	..	11,05	
15,72	..	1,73	..	17,45	
13,82	..	1,23	..	15,05	
13,37	..	88	..	14,25	
45,37	..	2,29	..	47,66	
20,87	..	1,71	..	22,58	
13,18	..	77	10	14,05	
8,86	..	30	..	9,16	
75,35	..	2,69	..	78,04	
1,12,07	38,92	5,52	3,15	1,59,66	
19,50	1,03	94	..	21,47	
14,27	4	65	..	14,96	
96,99	65	8,19	..	1,05,93†	† Includes outlay of Rs. 10,000 on Vijapur-Ambliasan Railway under construction by the Baroda Durbar.
24,36	..	1,44	..	25,80	
26,57	2,40	3,03	—1	31,99	
72,57	..	2,40	99	76,96	
22,28	..	1,21	..	23,49	
23,56	9,15	2,04	1,00	35,75	
1,85	..	..	..	1,85‡	‡This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.
43,49	5,72	4,25	..	53,46	
26,64	13,07	95	6,55	47,21	
1,88	..	9	..	1,97	
1,01,54	17,05	12,97	—8	1,31,48	
52,08	18,32	4,70	56	75,66	
4,66	44	40	..	5,50	§Closed for traffic from 25th July 1927.
5,27	1,78	63	..	7,68	
14,49	2,71	1,17	..	18,37	
12,08,71	1,19,50	90,61	12,26	14,31,18	
47,44	..	4,75	5,33	57,52	
2	..	..	..	2	
87	..	6	10	1,03	
1,38	..	33	—20	1,51	
12	..	..	..	12	
6,39	..	28	..	6,67	
56,22	..	5,42	5,23	66,87	
12,64,93	1,19,50	96,03	17,49	14,98,05	

2 (b).—*Statement of Capital Outlay to the end*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
Open Lines.						
Nizam's Guaranteed State	5′ 6″	1,39	5	..	—2,80	—1,36
Hyderabad-Godavari Valley	3′ 3⅜″	1,05	7	..	—52	60
Bangalore-Chik Ballapur Light	2′ 6″	—16	8	..	—1	—9
Total (11)	..	2,28	20	..	—3,33	—85
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	1	..	..	..	1
Pondicherry (S. I.)	,,	..	..	..	..	..
West of India Portuguese (M. & S. M.)	,,	4	..	..	..	4
Total (12)	..	5	..	..	..	5
Total (1) to (12)	..	1,75,84	48,18	6,18	—35,80	1,94,40
Miscellaneous	..	2,60	..	..	..	2,60
Grand Total	..	1,78,44	48,18	6,18	—35,80	1,97,00

of the year 1927-28 of other than State-owned Railways (In thousands)—concld.

Total capital outlay to the end of the year.					Remarks.
Works	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
4,53,77	1,22,73	9,91	14,38	6,00,79	
2,78,52	64,86	18,69	10,65	3,72,72	
8,25	5,09	1,77	1	15,12	
7,40,54	1,92,68	30,37	25,04	9,88,63	
BY BRITISH INDIAN RAILWAY COMPANIES.					
6,10	..	1,15	..	7,25	
5,36	..	36	..	5,72	
2,01,77	..	..	..	2,01,77	
2,13,23	..	1,51	..	2,14,74	
67,07,80	13,72,25	4,90,26	1,42,09	87,12,50	
25,44	2,03	2,01,09	28	2,28,84*	
67,33,24	13,74,28	6,91,35	1,42,37	89,41,34	

*Made up of—

(1) Interest charges during construction of the Assam-Bengal Railway debited to capital	75,70,000
(2) State outlay on the Patri branch charged against the Civil Works grant	8,08,000
(3) Expenditure in England on the South Bihar Railway	52,18,000
(4) Outlay by Forest Department on the Alnavar Dandeli Railway	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	84,01,000
	2,28,84,000

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts.					
	Earnings.	Suspense.	Total.	Deduct.		Gross Receipts.
				Refunds.	Non-budget Lines.	
1	2	3	4	5	6	7
CENTRAL.						
Commercial.						
STATE LINES WORKED BY THE STATE.						
Aden	1,32	..	1,32	..	..	1,32
East Indian	20,83,54	—2,42	20,81,12	5,32	*8,95*	20,66,85
Eastern Bengal	7,26,21	3,13	7,29,34	3,00	*18,14*	7,08,20
North Western	18,82,44	5,51	18,87,95	7,62	*2,21,05*	16,59,28
Great Indian Peninsula	15,79,48	—8,49	15,70,99	8,43	*39,89*	15,22,67
Total	62,72,99	—2,27	62,70,72	24,37	*2,88,03*	59,58,32
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,26,29	43	2,26,72	76	*20,74*	2,05,22
Bengal-Nagpur	9,17,50	1,18	9,18,68	1,23	..	9,17,45
Bezwada Extension (N. G. S.)	7,78	..	7,78	..	..	7,78
Bombay, Baroda and Central India	12,35,08	—4,82	12,30,26	3,15	*81,83*	11,45,28
Burma Railways (including extensions).	5,08,85	—1,25	5,07,60	97	..	5,06,63
Jodhpur-Hyderabad (British Section) (Jodhpur).	24,85	3,65	28,50	8	*3,28*	25,14
Lucknow-Bareilly (R. & K.)	72,57	1	72,58	27	*29,82*	42,49
Madras and Southern Mahratta including Mysore State and Dhone-Kurnool.	9,11,26	—6,12	9,05,14	1,79	*37,45*	8,65,90
South Indian (including Travancore)	6,30,00	—36	6,29,64	90	*48,07*	5,80,67
Tirhoot (B. & N. W.)	3,80,29	19	3,80,48	2,80	*2,08,84*	1,68,84
Contribution to Depreciation Fund on account of Company-worked Lines.	..	..	..	..	..	..
TOTAL	49,14,47	—7,09	49,07,38	11,95	*4,30,03*	44,65,40
TOTAL CENTRAL	1,11,87,46	—9,36	1,11,78,10	36,32	*7,18,06*	1,04,23,72
Provincial.						
Assam (Jorhat)	93	20	1,13	..	..	1,13
GRAND TOTAL	1,11,88,39	—9,16	1,11,79,23	36,32	*7,18,06*	1,04,24,85

Revenue Receipts of State-owned Railways for the year 1927-28 (In thousands of rupees).

Working Expenses.								Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings for budget lines only.
					Deduct.				
Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.	Suspense.	Total.	Expenditure met from Depreciation Fund.	Non-budget Lines.	Net Working Expenses.		
8	9	10	11	12	13	14	15	16	17
1,24	99	36	—2	2,57	99	..	1,58	(*b*)—26	46·21
10,06,41	1,18,76	2,07,27	5,84	13,38,28	*1,18,76*	*4,42*	12,15,10	8,51,75	52·70
3,90,40	51,72	79,03	—1,19	5,19,96	*51,72*	*8,71*	4,59,53	2,48,67	58·01
10,73,94	1,96,78	2,28,05	5,28	15,04,05	*1,96,78*	*1,12,36*	11,94,91	(*a*) 4,64,37	60·04
8,59,35	2,73,46	1,57,93	—1,66	12,89,08	*2,73,46*	*24,60*	9,91,02	5,31,65	46·97
33,31,94	6,41,71	6,72,64	8,25	46,53,94	*6,41,71*	*1,50,09*	38,62,14	20,96,18	53·89
1,06,87	10,54	..	83	1,18,24	..	*10,37*	1,07,87	97,35	47·12
5,05,16	57,25	..	2,25	5,64,66	..	*92*	5,63,74	3,53,71	55·03
3,31	—12	..	..	3,19	..	..	3,19	4,59	42·54
6,48,33	1,14,43	..	—5,35	7,57,41	..	*46,63*	7,10,78	4,34,50	52·32
2,52,82	37,00	..	—21	2,89,61	..	..	2,89,61	2,17,02	49·78
17,82	6,45	..	—51	23,76	..	*1,29*	22,47	2,67	76·92
31,27	4,38	..	59	36,24	..	*14,72*	21,52	20,97	38·96
4,17,51	1,20,98	..	—45	5,38,04	..	*20,72*	5,17,32	3,48,58	45·50
2,87,47	93,15	..	2,13	3,82,75	..	*29,27*	3,53,48	2,27,19	44·44
1,32,86	9,36	..	4,19	1,46,41	..	*77,02*	69,39	99,45	33·11
..	..	4,64,91	..	4,64,91	*4,53,42*	..	11,49	—11,49	..
24,03,42	4,53,42	4,64,91	3,47	33,25,22	*4,53,42*	*2,00,94*	26,70,86	17,94,54	49·50
57,34,76	10,95,13	11,37,55	11,72	79,79,16	*10,95,13*	*3,51,03*	65,33,00	38,90,72	52·01
1,01	—3	..	3	1,01	..	..	1,01	12	108·60
57,35,77	10,95,10	11,37,55	11,75	79,80,17	*10,95,13*	*3,51,03*	65,34,01	38,90,84	52·01

	Receipts.	Working expenses.	Net Receipts.
(*a*) N. W. Railway, Commercial	14,99,38	10,01,20	4,98,18
N. W. Railway, Military ..	1,59,90	1,93,71	—33,81
Total ..	16,59,28	11,94,91	4,64,37
(*b*) Aden Railway Commercial	36	1,58	—26
Aden Railway, Military	96		
Total ..	1,32	1,58	—26

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1927-28.*

[Columns 7 to 10 in thousands of rupees.]

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total. Columns 2 and 5.	Converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total.
		On share capital.	On Debentures and Debenture Stock.	Total					
1	2	3	4	5	6	7	8	9	10
	£	£	£	£	£				
State Lines worked by the State.									
Aden	..	..	..	..	..	..	65	..	65
Delhi (New Capital) Railway Works Scheme.	..	..	..	..	..	..	4,17	..	4,17
Eastern Bengal	124,553	..	..	..	124,553	16,70	1,51,08	..	1,67,78
East Indian including South Bihar.	2,066,027	..	..	..	2,066,027	2,77,03	2,53,74	1,92	5,32,69
North Western (Commercial)	355,639	..	..	..	355,639	47,57	2,85,08	..	3,32,65
North Western (Military)—Main Line	..	..	..	..	..	..	1,57,44	..	1,57,44
Khyber	..	..	..	..	..	..	15,08	..	15,08
Great Indian Peninsula	983,547	..	..	..	983,547	1,31,52	2,53,22	..	3,84,74
Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	4,47	..	4,47
Total	3,529,766	..	..	..	3,529,766	4,72,82	11,24,93	1,92	15,99,67
State Lines worked by Companies or by Indian States.									
Assam-Bengal	..	45,000	34,390	79,390	79,390	10,62	65,45	..	76,07
Bengal-Nagpur	..	105,000	205,215	310,215	310,215	41,50	2,64,60	..	3,06,10
Bezwada including Dhone Kurnool.	..	..	..	..	..	..	99	..	99
Bombay, Baroda and Central India (including Dholka Dhanduka, Jumbusar Kavi and Samni Dehej).	385,084	60,000	34,999	94,999	480,083	64,31	1,80,79	7,50	2,52,60
Burma Railways (including Extensions).	..	75,000	37,500	112,500	112,500	15,05	96,78	..	1,11,83
Jodhpur-Hyderabad (British Section). (Jodhpur)	..	..	..	..	..	..	2,67	..	2,67
Lucknow-Bareilly(R. & K.)	..	..	(a)25,649	25,649	25,649	3,16	5,90	..	9,06
Madras and Southern Mahratta	362,194	175,000	157,045	332,045	694,239	93,11	1,13,46	..	2,06,57
South Indian	146,635	35,000	110,505	145,505	292,140	39,10	89,21	..	1,28,31
Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	1,85	..	1,85
Travancore (British Section). (S. I.)	..	..	..	..	..	..	46	..	46
Travancore (Indian State Section) (S. I.).							1,06		1,06
Tirhoot (B. & N. W.)	..	..	36,275	36,275	36,275	4,87	27,17	..	32,04
Total	893,913	495,000	641,578	1,136,578	2,030,491	2,71,72	8,50,39	7,50	11,29,61
Miscellaneous Items.									
Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
Other miscellaneous items	..	..	..	..	..	..	13,82	..	13,82
Interest on the equivalent at 102 of India 7 per cent. stock purchased with Railway Sinking Funds the credit for Interest on which has been eliminated from specific Debt in England by transfer to Non-Specific debt in India—*vide* details below*	..	..	..	..	..	..	—1,58	..	—1,58
Deduct—Interest during construction.	..	..	..	..	..	..	—24,25	..	—24,25
Provincial Railways.									
Assam (Jorhat)	..	..	..	..	..	..	47	..	47
United Provinces (Distillery Siding).	..	..	..	..	..	..	10	..	10
Grand Total	4,423,679	495,000	641,578	1,136,578	5,560,257	7,44,54	19,64,95	9,42	27,18,91

	India 7 per cent. stock.			Equivalent at 102.		
	£	s.	d.	£	s.	d.
*East Indian Railway	133,991	18	10	136,671	15	7
Eastern Bengal Railway	10,140	18	6	10,343	14	10
Scinde-Punjab and Delhi Railway	70,402	10	0	71,810	11	0
Total	214,535	7	4	218,826	1	5

(a) Represents interest on the state share of joint debenture stock.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees).*

Railway System.	Gauge.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‖ Gross earnings.	‖ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal . . .	3′ 3⅜″	*1926-27*	*(a)22,14,85*	*1,96,68*	*1,05,56*	*91,12*	*53·67*	*4·11*	
		1927-28	(a)23,13,76	2,25,53	1,17,41	1,08,12	52·06	4·67	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
Bengal and North-Western	3′ 3⅜″	*1926-27*	*20,11,41*	*3,64,55*	*1,40,94*	*2,23,61*	*38·66*	*11·12*	
		1927-28	20,44,35	3,74,74	1,40,98	2,33,76	37·62	11·43	
Bengal-Nagpur . . .	5′ 6″, 2′ 6″ and 2′ 0″	*1926-27*	*68,80,29*	*8,34,38*	*4,81,93*	*3,52,45*	*57·76*	*5·12*	
		1927-28	70,51,03	9,19,16	5,62,56	3,56,60	61·20	5·06	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1926-27*	*(b)73,82,10*	*12,15,71*	*7,64,00*	*4,51,71*	*62·84*	*6·12*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1927-28	(b)76,51,66	12,39,45	7,67,96	4,71,49	61·96	6·16	
Burma	3′ 3⅜″	*1926-27*	*29,49,23*	*4,62,96*	*2,83,55*	*1,79,41*	*61·25*	*6·08*	
		1927-28	31,35,12	5,07,88	2,89,81	2,18,07	57·06	7·25	
Eastern Bengal . . .	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1926-27*	*46,26,88*	*7,00,42*	*4,57,49*	*2,42,93*	*65·32*	*5·25*	
		1927-28	48,03,93	7,23,13	4,69,49	2,53,64	64·93	5·28	
East Indian	5′ 6″	*1926-27*	*1,36,26,98 (c)*	*19,80,78*	*12,11,14*	*7,69,64*	*61·14*	*5·65*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1927-28	1,41,70,42 (c)	20,78,12	12,09,31	8,68,81	58·39	6·13	
Great Indian Peninsula .	5′ 6″ and 2′ 6″	*1926-27*	*1,13,19,57*	*15,25,18*	*10,73,77*	*4,51,41*	*70·40*	*3·99*	
		1927-28	1,17,46,16	15,86,63	10,24,48	5,62,15	64·56	4·78	
Jodhpur	3′ 3⅜″	*1926-27*	*4,39,06*	*93,45*	*56,68*	*31,77*	*64·08*	*7·24*	
		1927-28	4,74,71	93,68	73,68	20,00	78·65	4·21	
	2′ 0″	*1926-27*	*2,93*	*53*	*29*	*24*	*53·37*	*8·28*	
		1927-28	2,93	55	25	30	44·62	10·36	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1926-27*	*57,39,24*	*§8,49,74*	*§4,67,11*	*§3,82,63*	*54·90*	*6·67*	
		1927-28	59,91,03	§9,12,41	§5,31,04	§3,81,37	58·20	6·37	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures of total capital at charge in column 4 are for the system as a whole, *i.e.*, State-owned portion *plus* other than State owned portion.

‖ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§ Include Harbour receipts and expenditure.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—*concld.*									
Nizam's Guaranteed State	5′ 6″	*1926-27*	*7,91,68*	*1,13,86*	*41,76*	*72,10*	*36·68*	*9·11*	
		1927-28	8,31,73	1,12,65	43,04	69,61	38·20	8·37	
	3′ 3⅜″	*1926-27*	*5,34,95*	*87,89*	*40,04*	*47,85*	*45·56*	*8·94*	
		1927-28	5,38,73	89,36	39,20	50,16	43·87	9·31	
North Western (Commercial).	5′ 6″ and 2′ 6″	*1926-27*	*1,03,73,88*	*16,43,45*	*10,65,53*	*5,77,92*	*64·83*	*5·57*	
		1927-28	1,10,57,70	17,12,89	11,05,26	6,07,63	64·53	5·49	
North Western (Military)	5′ 6″, 2′ 6″ and 2′ 0″	*1926-27*	*31,54,35*	*1,51,18*	*1,85,84*	*—34,66*	*122·93*	..	
		1927-28	32,37,76	1,59,43	1,93,63	—34,20	121·45	..	
Total North Western	..	*1926-27*	*1,35,28,23*	*17,94,63*	*12,51,37*	*5,43,26*	*69·73*	*4·02*	
		1927-28	1,42,95,46	18,72,32	12,98,89	5,73,43	69·37	4·01	
Rohilkund and Kumaon	3′ 3⅜″	*1926-27*	*(a)4,25,40*	*66,14*	*32,61*	*33,53*	*49·31*	*7·88*	
		1927-28	(a)4,28,57	72,11	35,65	36,46	49·44	8·51	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1926-27*	*33,30,09*	*5,90,52*	*3,19,91*	*2,70,61*	*54·17*	*8·13*	
		1927-28	36,56,52	6,29,02	3,80,62	2,48,40	60·51	6·79	
Total Class I Railways	..	*1926-27*	*7,53,02,89*	*1,08,72,42*	*67,28,15*	*41,44,27*	*61·88*	*5·47*	
		1927-28	7,91,36,11	1,14,36,74	69,84,37	44,52,37	61·07	5·63	
CLASS II.									
Barsi Light	2′ 6″	*1926-27*	*1,49,65*	*17,50*	*9,50*	*8,00*	*54·27*	*5·35*	
		1927-28	1,67,65	18,67	9,36	9,31	50·16	5·55	
Bengal Dooars	3′ 3⅜″	*1926-27*	*1,51,66*	*23,44*	*12,34*	*11,10*	*52·64*	*9·25*	
		1927-28	1,54,01	25,12	12,98	12,14	51·69	7·88	
Bhavnagar State	3′ 3⅜″	*1926-27*	*1,92,66*	*28,77*	*18,64*	*10,13*	*64·80*	*5·26*	
		1927-28	1,98,59	29,13	17,54	11,59	60·20	5·90	
Bikaner State	3′ 3⅜″	*1926-27*	*2,39,71*	*38,46*	*32,07*	*6,39*	*83·40*	*2·21*	
		1927-28	2,99,82	42,57	28,88	13,69	67·84	4·57	
Darjeeling-Himalayan	2′ 0″	*1926-27*	*1,06,43*	*24,07*	*15,30*	*8,77*	*63·63*	*8·24*	
		1927-28	1,07,86	23,08	15,24	7,84	66·03	7·26	

(a) Includes Rs. 81,41,000 (1926-27) and Rs. 84,01,000 (1927-28) being the outlay from Joint Debenture Stock on Lucknow-Bareilly Railway.

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures of total capital at charge in column 4 are for the system as a whole, *i.e.*, State-owned portion *plus* other than State-owned portion.

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1925-27 and 1927-28 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‡ Gross earnings.	‡ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1926-27*	*1,57,81*	*30,33*	*15,65*	*14,68*	*51·63*	*9·38*	
		1927-28	1,44,29	30,91	16,64	14,27	53·85	9·88	
Gaekwar's Baroda State	2′ 6″	*1926-27*	*2,76,13*	*22,35*	*19,03*	*3,32*	*85·14*	*1·20*	
		1927-28	3,00,31	23,24	20,57	2,67	88·52	0·89	
Gondal	3′ 3⅜″	*1926-27*	*1,19,43*	*22,61*	*13,61*	*9,00*	*60·18*	*7·54*	
		1927-28	1,21,89	24,75	12,00	12,75	48·50	10·46	
Howrah-Amta Light	2′ 0″	*1926-27*	*29,75*	*10,38*	6,63	*3,75*	*63·88*	*12·61*	
		1927-28	30,60	10,69	6,99	3,70	65·37	12·09	
Jamnagar and Dwarka	3′ 3⅜″	*1926-27*	*1,36,71*	*11,06*	*7,04*	*4,02*	*63·61*	*2·94*	
		1927-28	1,50,73	15,29	8,96	6,33	58·58	4·20	
Junagad State	3′ 3⅜″	*1926-27*	*1,11,96*	*13,76*	*8,47*	*5,29*	*61·53*	*4·72*	
		1927-28	1,12,42	14,00	9,05	4,95	64·65	4·40	
Morvi	3′ 3⅜″	*1926-27*	*74,04*	*16,65*	*10,50*	*6,15*	*63·07*	*8·30*	
		1927-28	76,61	18,48	10,46	8,02	56·60	10·47	
Mysore§	3′ 3⅜″	*1926-27*	*2,63,98*	*30,09*	*22,86*	*7,23*	*75·97*	*2·74*	
		1927-28	2,70,67	32,71	23,88	8,83	73·00	3·26	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1926-27*	*49,85*	*9,61*	*4,99*	*4,62*	*51·92*	*9·26*	
		1927-28	50,01	10,33	4,61	5,72	44·60	11·44	
Total Class II Railways	..	*1926-27*	*21,09,32*	*2,99,08*	*1,96,63*	*1,02,45*	*65·74*	*4·86*	
		1927-28	21,85,46	3,18,97	1,97,16	1,21,81	61·81	5·57	
CLASS III.									
Aden	3′ 3⅜″	*1926-27*	*14,98*	*1,42*	*78*	*64*	*55·18*	*4·24*	
		1927-28	14,12	1,32	1,60	—28	121·21	..	
Ahmadpur-Katwa	2′ 6″	*1926-27*	*20,03*	*1,53*	*1,26*	*27*	*82·49*	*1·34*	
		1927-28	20,29	1,38	1,28	10	92·47	0·51	
Arrah-Sasaram	2′ 6″	*1926-27*	*23,42*	*4,13*	*2,48*	*1,65*	*60·03*	*7·05*	
		1927-28	23,51	4,11	2,56	1,55	62·35	6·59	
Bankura-Damoodar River	2′ 6″	*1926-27*	*37,21*	*2,15*	*2,00*	*15*	*93·10*	*0·40*	
		1927-28	38,06	2,12	2,28	—16	107·84	..	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§ Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, and Mysore-Nanjangud Chamrajanagar Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‡ Gross earnings.	‡ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Baraset-Basirhat Light	2′ 6″	*1926-27*	*24,27*	*5,67*	*3,99*	*1,68*	*70·45*	*6·90*	
		1927-28	25,12	5,82	3,88	1,94	66·71	7·72	
Bengal Provincial	2′ 6″	*1926-27*	*16,29*	*1,35*	*1,32*	*53*	*71·27*	*3·44*	
		1927-28	15,24	1,87	1,37	50	73·06	3·31	
Bukhtiarpur-Bihar Light	2′ 6″	*1926-27*	*14,78*	*4,32*	*2,54*	*1,78*	*58·80*	*12·03*	
		1927-28	14,83	3,87	2,28	1,59	59·02	10·72	
Burdwan-Katwa	2′ 6″	*1926-27*	*18,73*	*2,14*	*1,46*	*68*	*68·19*	*3·64*	
		1927-28	19,47	2,11	1,60	51	76·04	2·59	
Cutch State	2′ 6″	*1926-27*	*12,04*	*77*	*58*	*19*	*75·19*	*1·58*	
		1927-28	14,48	90	55	35	61·09	2·42	
Dehri-Rohtas Light	2′ 6″	*1926-27*	*11,92*	*3,28*	*1,77*	*1,51*	*53·85*	*12·67*	
		1927-28	12,30	3,28	1,67	1,61	50·94	12·17	
Dholpur-Bari	2′ 6″	*1926-27*	*15,89*	*2,30*	*1,14*	*1,16*	*49·58*	*7·30*	
		1927-28	16,33	2,21	1,22	99	55·42	6·58	
Futwah-Islampur	2′ 6″	*1926-27*	*19,21*	*1,37*	*89*	*98*	*47·71*	*5·08*	
		1927-28	19,46	1,77	92	85	52·27	4 37	
Gwalior Light	2′ 0″	*1926-27*	*94,89*	*7,60*	*5,24*	*2,36*	*69·01*	*2·48*	
		1927-28	96,59	8,22	6,30	1,92	76·65	1·99	
Howrah-Sheakhala Light	2′ 0″	*1926-27*	*8,20*	*2,25*	*1,57*	*68*	*69·82*	*8·30*	
		1927-28	8,24	2,25	1,53	72	68·17	8·74	
Jagadhri Light	2′ 0″	*1926-27*	*1,14*	*23*	*19*	*4*	*81·94*	*3·71*	
		1927-28	1,14	26	20	6	76·95	5·35	
essore-Jhenidah	2′ 6″	*1926-27*	*14,74*	*1,42*	*1,02*	*40*	*71·92*	*2·71*	
		1927-28	14,85	1,23	1,03	20	83·64	1 34	
Jorhat (Provincial)	2′ 0″	*1926-27*	*13,26*	*2,10*	*2,16*	*—6*	*102·80*	..	
		1927-28	13,22	2,01	2,07	—6	102·99	..	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge}*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees)*—concld.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‡ Gross earnings.	‡ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Kalighat-Falta	2′ 6″	*1926-27*	*22,85*	*2,43*	*2,38*	*5*	*97·87*	*0·23*	
		1927-28	22,79	2,89	2,42	47	83·83	2·05	
Kolar District§	2′ 6″	*1926-27*	*40,73*	*4,51*	*3,46*	*1,05*	*76·72*	*2·58*	
		1927-28	40,80	5,04	3,57	1,47	70·95	3·60	
Kulasekarapatnam Light	2′ 0″	*1926-27*	*7,73*	*70*	*1,02*	*—32*	*145·11*	..	
		1927-28	7,82	88	76	12	86·82	1·47	
Matheran Light	2′ 0″	*1926-27*	In	cluded wi	th G. I. P.	Railway.			
		1927-28	..	93	1,33	—40	143·01	..	
Porbandar State	3′ 3⅜″	*1926-27*	*24,00*	*3,98*	*3,16*	*82*	*79·36*	*3·43*	
		1927-28	24,95	4,44	2,71	1,73	61·01	6·94	
Tarikere-Narsimharajapura Light.	2′ 0″	*1926-27*	*11,16*	*50*	*54*	*—4*	*107·84*	..	
		1927-28	11,27	58	34	24	58·35	2·16	
Tezpore-Balipara Light	2′ 6″	*1926-27*	*4,87*	*1,92*	*1,42*	*50*	*73·84*	*10·30*	
		1927-28	4,87	1,87	1,49	38	79·74	7·76	
Trivellore Light	2′ 0″	*1926-27*	*1,16*	*7*	*11*	*—4*	*157·14*	..	
		1927-28	1,16	4	7	—3	187·22	..	
Udaipur-Chitorgarh	3′ 3⅜″	*1926-27*	*26,23*	*5,02*	*2,82*	*2,20*	*56·15*	*8·39*	
		1927-28	26,67	5,24	2,92	2,32	55·71	8·70	
Total Class III Railways	..	*1926-27*	*4,98,73*	*64,16*	*45,30*	*18,86*	*70·60*	*3·78*	
		1927-28	5,07,58	66,64	47,95	18,69	71·95	3·68	
Other items not included in the preceding heads.	..	*1926-27*	‖*4,55,22*	..	..	..	..	..	
		1927-28	(*a*)4,57,10	..	..	..	..	..	
GRAND TOTAL	..	*1926-27*	(*b*) *7,33,66,66*	*1,12,35,66*	*69,70,08*	*42,65,58*	*62·04*	*5·41*	
		1927-28	(*c*) 8,22,86,25	1,18,22,35	72,29,48	45,92,87	61·16	5·58	

* In the case of State-owned railways.

†In the case of other than State-owned railways.

‡Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§ Includes the Bangalore-Chik Ballapur Light Railway.

‖ For details see foot-note 11 in statement 5 of Volume II of Report by Railway Board on Indian Railways for 1926-27.

In thousands of rupees.

(*a*) Delhi (New Capital) Railway works 76,28
Coal Department 90,02
Abandoned Projects 32,26
A. G. Railways Account current.. 2,56,82
United Provinces (Distillery siding) 1,72
Total .. 4,57,10

(*b*) For details see foot-note (*b*) in statement 5 of Volume II of Report by Railway Board on Indian Railways for 1926-27.

In thousands of rupees.

(*c*) Total capital at charge to end of 31st March 1928 as shown in statement No. 2 (*a*) .. 7,33,44,91
Do. do. do. do. do. do. do. 2 (*b*) .. 89,41,34
Total .. 8,22,86,25

6.—*Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings. (excluding refunds and remissions.)
			Earnings from passengers carried. (including refunds and remissions.)	Other coaching earnings. (including refunds and remissions.)	Total coaching earnings. (excluding refunds and remissions.)	Earnings from goods carried. (including refunds and remissions.)	Other goods earnings (including refunds and remissions.)	Total goods earning (excluding refunds and remissions.)	Electric telegraph earnings. (excluding refunds and remissions.)	Other miscellaneous earnings. (excluding refunds and remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Assam Bengal	3 3½"	*1926-27*	*81,46*	*11,62*	*92,93*	*97,24*	*79*	*97,48*	*36*	*5,91*	*1,96,68*
		1927-28	87,79	12,13	99,73	1,15,33	97	1,15,77	38	9,65	2,25,53
Bengal and, North-Western.	3' 3½"	*1926-27*	*1,78,34*	*17,55*	†*1,87,92*	*1,33,63*	*2,43*	†*1,69,91*	*61*	*6,11*	*3,64,55*
		1927-28	1,81,62	16,68	†1,90,64	1,94,31	6,08	†1,79,16	57	4,37	3,74,74
Bengal-Nagpur	5' 6"	*1926-27*	*1,94,63*	*38,47*	*2,33,06*	*5,23,45*	*9,74*	*5,32,14*	*43*	*18,43*	*7,84,06*
		1927-28	2,03,71	39,28	2,42,94	6,02,02	6,84	6,08,42	46	17,79	8,69,81
	2' 6"	*1926-27*	*23,54*	*2,26*	*25,80*	*23,97*	*11*	*24,01*	*10*	*41*	*50,32*
		1927-28	23,35	1,99	25,34	23,60	22	23,73	9	39	49,55
Bombay, Baroda and Central India.	5' 6"	*1926-27*	*2,11,49*	*54,81*	*2,66,16*	*3,78,02*	*—4,81*	*3,71,32*	*66*	*14,43*	*6,52,57*
		1927-28	2,09,07	56,15	2,65,10	4,02,25	—1,44	3,99,17	69	17,61	6,82,57
	3' 3½"	*1926-27*	*2,13,59*	*25,94*	*2,39,47*	*3,04,34*	*1,94*	*3,03,12*	*68*	*10,54*	*5,53,81*
		1927-28	2,14,49	28 94	2,42,48	2,94,07	85	2,93,39	70	11,07	5,47,64
	2' 6"	*1926-27*	*5,10*	*42*	*5,52*	*3,69*	*1*	*3,70*	*2*	*9*	*9,33*
		1927-28	4,15	40	4,55	4,62	1	4,59	3	7	9,24
Burma	3' 3½"	*1926-27*	*1,53,25*	*15,71*	*1,68,81*	*2,82,43*	*83*	*2,82,26*	*65*	*11,24*	*4,62,96*
		1927-28	1,63,40	17,98	1,81,13	3,13,22	61	3,13,16	60	12,99	5,07,88
Eastern Bengal	5' 6"	*1926-27*	*1,43,17*	*31,52*	*1,74,69*	*2,49,53*	*6,04*	*2,53,30*	*34*	*13,43*	*4,41,67*
		1927-28	1,53,89	30,36	1,84,14	2,59,91	4,73	2,62,72	36	15,60	4,62,82
	3' 3½" and 2' 6"	*1926-27*	*1,09,81*	*18,43*	*1,28,17*	*1,27,38*	*1,36*	*1,27,62*	*34*	*2,62*	*2,58,75*
		1927-28	1,11,85	17,80	1,29,57	1,24,54	1,59	1,25,24	31	5,19	2,60,31
East Indian	5' 6"	*1926-27*	*5,79,95*	*96,59*	*6,76,28*	*12,66,36*	*11,91*	*12,74,03*	*1,47*	*29,00*	*19,80,78*
		1927-28	6,18.05	94,42	7,12,36	13,13,83	11,99	13,20,52	1,52	43,72	20,78,12
Great Indian Peninsula	5 6"**	*1926-27*	*4,26,42*	*1,03,70*	*5,29,.0*	*9,44,86*	*9,53*	*9,49,51*	*1,45*	*28,50*	*15,08,86*
		1927-28	4,28,05	1,06,48	5,33,96	10,10,35	7,88	10,10,32	1,43	25,35	15,71,06
	2' 6"	*1926-27*	*7,72*	*58*	*8,30*	*7,86*	*6*	*7,88*	*1*	*13*	*16,32*
		1927-28	6,48	60	7,08	8,51	4	8.42	1	6	15,57
Jodhpur	3' 3½"	*1926-27*	*35,99*	*5,55*	*41,48*	*42,59*	*15*	*42,45*	*9*	*4,43*	*88,45*
		1927-28	35,99	5,94	41,83	46,41	24	46,28	10	5,47	93,68
	2' 0"	*1926-27*	*35*	*2*	*37*	*16*	..	*16*	..	..	*53*
		1927-28	36	3	39	17	..	16	..	..	55
Madras and Southern Mahratta.	5' 6"	*1926-27*	*1,59,05*	*33,17*	*1,91,99*	*2,80,29*	*1,22*	*2,80,66*	*25*	*8,28*	*4,81,18*
		1927-28	1,63,69	33,62	1,97,11	3,06,10	1,41	3,06,54	25	10,93	5,14,83
	3' 3½"	*1926-27*	*1,14,62*	*21,30*	*1,35,86*	‡*2,26,68*	*98*	*2,27,20*	*54*	*4,96*	‡*3,68,56*
		1927-28	1,15,78	22,66	1,38,37	‡2,51,40	1,31	2,52,03	47	6,71	‡3,97,58
Nizam's Guaranteed State	5' 6"	*1926-27**	*26,70*	*5,50*	*32,20*	*77,55*	*36*	*77,91*	*49*	*3,26*	*1,13,86*
		1927-28	27,81	5,43	33,20	75,09	51	75,48	45	3,52	1,12,65
	3' 3½"	*1926-27**	*31,23*	*3,93*	*35,16*	*49,07*	*24*	*49,31*	*32*	*3,10*	*87,89*
		1927-28	31,74	4,34	36,06	50,17	53	50,61	28	2,41	89,36
North Western (Commercial)	5' 6"	*1926-27*	*5,84,56*	*89,65*	*6,73,55*	*8,80,17*	*25,42*	*8,97,24*	*1,73*	*36,52*	*16,09,04*
		1927-28	5,81,98	91,02	6,72,47	9,46,74	22,66	9,61,23	1,63	46,08	16,81,41
	2' 6"	*1926-27*	*15,61*	*4,16*	*19,65*	*14,22*	*45*	*14,53*	*4*	*19*	*34,41*
		1927-28	13,12	3,86	16,97	14,05	30	14,32	5	14	31,48

* Excludes refunds and remissions.

† Excluding the Cawnpore-Burhwal (3' 3½" gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway, and as to totals with the sundry earnings of the E. I. Railway.

‡Includes Harbour receipts.

6.—*Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings. (excluding refunds & remissions.)
			Earnings from passengers carried. (including refunds & remissions.)	Other coaching earnings. (including refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (including refunds & remissions.)	Other goods earnings (including refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*											
North Western (Military).	5′ 6″	*1926-27*	*55,33*	*13,78*	*69,54*	*73,59*	*1,09*	*73,99*	*24*	*1,10*	*1,44,87*
		1927-28	60,44	13,25	73,60	77,29	80	77,74	23	1,46	1,53,03
	2′ 6″	*1926-27*	*2,69*	*38*	*3,07*	*2,34*	*5*	*2,36*	*1*	*4*	*5,48*
		1927-28	2,61	31	2,92	2,62	5	2,66	1	7	5,66
	2′ 0″	*1926-27*	*28*	*10*	*38*	*45*	*1*	*45*	..	..	*83*
		1927-28	27	15	42	31	..	31	..	1	74
North Western (Total)	..	*1926-27*	*6,58,87*	*1,08,07*	*7,66,19*	*9,70,77*	*27,02*	*9,88,57*	*2,02*	*37,85*	*17,94,63*
		1927-28	6,58,42	1,08,59	7,66,38	10,41,01	23,81	10,56,26	1,92	47,76	18,72,32
Rohilkund and Kumaon	3′ 3¾″	*1926-27*	*26,88*	*3,10*	*29,96*	*33,23*	*22*	*33,25*	*8*	*2,85*	*66,14*
		1927-28	28,24	3,74	31,95	35,51	37	35,45	10	4,61	72,11
South Indian	5′ 6″	*1926-27*	*55,25*	*10,44*	*65,62*	*83,44*	*25*	*83,70*	*10*	*13,15*	*1,62,57*
		1927-28	58,72	11,96	70,64	86,94	37	87,21	10	14,29	1,72,24
	3′ 3¾″	*1926-27*	*2,07,79*	*19,82*	*2,27,42*	*1,84,67*	*2,07*	*1,86,31*	*44*	*10,40*	*4,24,57*
		1927-28	2,18,07	20,88	2,38,76	1,97,52	2,30	1,99,24	42	14,65	4,53,07
	2′ 6″	*1926-27*	*1,99*	*13*	*2,12*	*1,24*	*1*	*1,25*	..	*1*	*3,38*
		1927-28	2,03	13	2,16	1,53	1	1,54	..	1	3,71
Total Class I Railways.	..	*1926-27**	*36,47,19*	*6,28,63*	*42,64,79*	*63,42,45*	*71,66*	*63,67,05*	*11,45*	*2,29,13*	*1,08,72,42*
		1927-28	37,46,75	6,39,63	43,75,87	67,59,01	71,23	67,75,41	11,24	2,74,22	1,14,36,74
CLASS II.*											
Barsi Light	2′ 6″	*1926-27*	*7,95*	*34*	*8,29*	*8,50*	*9*	*8,59*	*9*	*53*	*17,50*
		1927-28	8,18	30	8,48	9,60	8	9,68	4	47	18,67
Bengal Dooars	3′ 3¾″	*1926-27*	*4,90*	*1,03*	*5,93*	*17,17*	*5*	*17,22*	*4*	*25*	*23,44*
		1927-28	4,90	1,04	5,94	18,75	6	18,81	5	32	25,12
Bhavnagar State	3′ 3¾″	*1926-27*	*14,20*	*1,61*	*15,81*	*10,72*	*13*	*10,85*	*35*	*1,76*	*28,77*
		1927-28	14,07	1,65	15,72	12,06	9	12,15	35	91	29,13
Bikaner State	3′ 3¾″	*1926-27*	*16,65*	*1,53*	*18,18*	*19,47*	*7*	*19,54*	*60*	*14*	*38,46*
		1927-28	19,76	2,47	22,23	19,23	8	19,31	17	86	42,57
Darjeeling-Himalayan	2′ 0″	*1926-27*	*7,16*	*2,74*	*9,90*	*13,90*	*7*	*13,97*	*4*	*16*	*24,07*
		1927-28	6,24	2,56	8,80	14,03	6	14,09	4	15	23,08
Dibru-Sadiya	3′ 3¾″	*1926-27*	*4,37*	*96*	*5,33*	*24,25*	*3*	*24,28*	*4*	*68*	*30,33*
		1927-28	4,87	1,05	5,92	24,26	7	24,33	4	62	30,91
Gackwar's Baroda State.	2′ 6″	*1926-27*	*13,19*	*83*	*14,02*	*7,59*	*4*	*7,63*	*11*	*59*	*22,35*
		1927-28	12,29	89	13,18	9,48	5	9,53	12	41	23,24
Gondal	3′ 3¾″	*1926-27*	*11,15*	*1,25*	*12,40*	*8,70*	*2*	*8,72*	*7*	*1,42*	*22,61*
		1927-28	11,76	1,26	13,02	10,69	1	10,70	7	96	24,75

* Excludes refunds and remissions.

6.—*Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings. (excluding refunds & remissions.)
			Earnings from passengers carried. (excluding refunds & remissions.)	Other coaching earnings. (excluding refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (excluding refunds & remissions.)	Other goods earnings. (excluding refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS II—*concld.*											
Howrah-Amta Light	2′ 0″	*1926-27*	*8,38*	*42*	*8,80*	*1,48*	..	*1,48*	..	*10*	*10,38*
		1927-28	8,70	41	9,11	1,50	..	1,50	..	8	10,69
Jamnagar and Dwarka	3′ 3¼″	*1926-27*	*6,34*	*47*	*6,81*	*3,26*	*5*	*3,31*	*6*	*88*	*11,06*
		1927-28	7,07	73	7,80	6,91	5	6,96	6	47	15,29
Junagad State	3′ 3¼″	*1926-27*	*6,70*	*83*	*7,53*	*5,86*	*2*	*5,88*	*5*	*30*	*13,76*
		1927-28	6,88	72	7,60	6,11	2	6,13	6	21	14,00
Morvi	3′ 3¼″	*1926-27*	*7,69*	*1,17*	*8,86*	*7,36*	*1*	*7,37*	*7*	*35*	*16,65*
		1927-28	8,08	1,32	9,40	8,66	1	8,67	8	33	18,48
Mysore*	3′ 3¼″	*1926-27*	*16,04*	*1,59*	*17,63*	*11,47*	*21*	*11,68*	*3*	*75*	*30,09*
		1927-28	17,47	1,77	19,24	12,57	25	12,82	2	63	32,71
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1926-27*	*5,32*	*23*	*5,55*	*3,83*	*3*	*3,86*	..	*20*	*9,61*
		1927-28	5,67	37	6,04	4,01	1	4,02	..	27	10,33
Total Class II Railways.	..	*1926-27*	*1,30,04*	*15,00*	*1,45,04*	*1,43,56*	*82*	*1,44,38*	*1,55*	*3,11*	*2,99,08*
		1927-28	1,35,94	16,54	1,52,48	1,57,86	84	1,58,70	1,10	6,69	3,18,87
CLASS III.											
Aden	3′ 3¼″	*1926-27*	*65*	*11*	*76*	*59*	*4*	*63*	..	*3*	*1,42*
		1927-28	65	5	70	57	2	59	..	3	1,32
Ahmadpur-Katwa	2′ 6″	*1926-27*	*1,22*	*6*	*1,28*	*22*	..	*22*	..	*3*	*1,53*
		1927-28	1,13	7	1,20	17	..	17	..	1	1,38
Arrah-Sasaram	2′ 6″	*1926-27*	*3,06*	*17*	*3,23*	*87*	..	*87*	..	*3*	*4,13*
		1927-28	3,11	11	3,22	87	..	87	..	2	4,11
Bankura-Damoodar River.	2′ 6″	*1926-27*	*1,32*	*6*	*1,38*	*71*	..	*71*	*1*	*5*	*2,15*
		1927-28	1,36	6	1,42	64	..	64	1	5	2,12
Baraset-Basirhat Light	2′ 6″	*1926-27*	*3,99*	*58*	*4,57*	*1,07*	..	*1,07*	..	*3*	*5,67*
		1927-28	3,90	82	4,72	1,07	..	1,07	..	3	5,82
Bengal Provincial	2′ 6″	*1926-27*	*1,08*	*17*	*1,25*	*51*	*4*	*55*	*1*	*4*	*1,85*
		1927-28	1,15	18	1,33	47	1	48	1	5	1,87
Bukhtiarpur-Bihar Light.	2′ 6″	*1926-27*	*2,34*	*13*	*2,97*	*1,30*	*1*	*1,31*	..	*4*	*4,32*
		1927-28	2,17	29	2,46	1,36	1	1,37	..	4	3,87
Burdwan-Katwa	2′ 6″	*1926-27*	*1,57*	*10*	*1,67*	*42*	..	*42*	..	*5*	*2,14*
		1927-28	1,63	12	1,75	31	..	31	1	4	2,11

*Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Nanjangud and Nanjangud Chamrajanagar Railways.

5.—*Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions.)
			Earnings from passengers carried. (excluding refunds & remissions.)	Other coaching earnings. (excluding refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (excluding refunds & remissions.)	Other goods earnings (excluding refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*concld.*											
Cutch State	2′ 6″	*1926-27*	*40*	*7*	*47*	*23*	*6*	*29*	..	*1*	*77*
		1927-28	45	12	57	25	6	31	..	2	90
Dehri-Rohtas Light	2′ 6″	*1926-27*	*32*	*1*	*33*	*2,79*	*8*	*2,87*	..	*8*	*3,28*
		1927-28	33	1	34	2,82	7	2,89	..	5	3,28
Dholpur-Bari	2′ 6″	*1926-27*	*73*	*4*	*77*	*1,50*	..	*1,50*	*1*	*2*	*2,30*
		1927-28	69	4	73	1,44	..	1,44	1	3	2,21
Futwah-Islampur.	2′ 6″	*1926-27*	*1,32*	*3*	*1,35*	*49*	*2*	*51*	..	*1*	*1,87*
		1927-28	1,25	11	1,36	38	1	39	..	2	1,77
Gwalior Light	2′ 0″	*1926-27*	*3,55*	*28*	*3,83*	*3,55*	..	*3,55*	*8*	*14*	*7,60*
		1927-28	3,74	24	3,98	3,87	18	4,05	8	11	8,22
Howrah-Sheakhala Light.	2′ 0″	*1926-27*	*1,38*	*43*	*1,81*	*42*	..	*42*	..	*2*	*2,25*
		1927-28	1,41	44	1,85	38	..	38	..	2	2,25
Jagadhri Light	2′ 0″	*1926-27*	*12*	*1*	*13*	*8*	..	*8*	..	*2*	*23*
		1927-28	11	1	12	12	..	12	..	2	26
Jessore-Jhenidah	2′ 6″	*1926-27*	*75*	*7*	*82*	*58*	*1*	*59*	..	*1*	*1,42*
		1927-28	64	7	71	50	1	51	..	1	1,23
Jorhat (Provincial).	2′ 0″	*1926-27*	*68*	*14*	*82*	*1,18*	*5*	*1,23*	*1*	*4*	*2,10*
		1927-28	..	..	..	..	..	..	..	..	‡2,01
Kalighat-Falta	2′ 6″	*1926-27*	*1,88*	*4*	*1,92*	*43*	..	*43*	..	*8*	*2,43*
		1927-28	2,17	4	2,21	59	..	59	..	9	2,89
Kolar District*	2′ 6″	*1926-27*	*3,02*	*14*	*3,16*	*1,31*	*1*	*1,32*	*1*	*2*	*4,51*
		1927-28	3,08	15	3,23	1,78	1	1,79	1	1	5,04
Kulasekarapatnam Light	2′ 0″	*1926-27*	*35*	*2*	*37*	*33*	..	*33*	..	..	*70*
		1927-28	46	2	48	40	..	40	..	..	88
Matheran Light	2′ 0″	*1926-27*†	..	..	..	..	..	..	..	..	..
		1927-28*	69	..	69	24	..	24	..	..	96
Porbandar State	3′ 3¾″	*1926-27*	*1,35*	*14*	*1,49*	*2,06*	*1*	*2,07*	..	*42*	*3,98*
		1927-28	1,39	14	1,53	2,47	1	2,48	..	43	4,44
Tarikere Narasimharajapura Light.	2′ 0″	*1926-27*	*17*	*1*	*18*	*32*	..	*32*	..	..	*5*
		1927-28	17	1	18	40	..	40	..	..	58
Tezpore-Balipara Light	2′ 6″	*1926-27*	*61*	*12*	*73*	*1,12*	..	*1,12*	*2*	*5*	*1,92*
		1927-28	59	12	71	1,08	..	1,08	2	6	1,87
Trivellore Light	2′ 0″	*1926-27*	*6*	..	*6*	*1*	..	*1*	..	..	*7*
		1927-28	4	..	4	..	..	..	..	..	4
Udaipur-Chitorgarh	3′ 3¾″	*1926-27*	*2,86*	*31*	*3,17*	*1,75*	*3*	*1,78*	*2*	*5*	*5,02*
		1927-28	3,10	42	3,52	1,60	4	1,64	1	7	5,24
Total Class III Railways	..	*1926-27*	*35,28*	*3,24*	*38,52*	*23,84*	*36*	*24,20*	*17*	*1,27*	*64,16*
		1927-28	35,41	3,64	39,05	23,78	43	24,21	16	1,21	66,64
GRAND TOTAL.	..	*1926-27*	*(a)38,12,51*	*(a) 6,46,87*	*44,48,35*	*(a) 66,09,85*	*(a)72,84*	*65,35,33*	*13,17*	*2,38,51*	*1,12,35,66*
		1927-28	39,18,10 (a)	6,59,81 (a)	45,67,40	69,40,65 (a)	72,50 (a)	69,58,32	12,50	2,82,12	1,18,22,35

* Includes the Bangalore-Chick Ballapur Light Railway.
† Included with the Great Indian Peninsula Railway.
‡ Details are not available.
(a) Includes refunds and remissions in the case of Class I Railways (except Nizam's Guaranteed State Railways) but excludes the same in the case of Class II and III Railways.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1926-27*	*23,61*	*12·01*	*26,23*	*13·33*	*8,50*	*4·32*	..	..
		1927-28	25,69	11·39	31,91	14·15	9,03	4·00	..	..
Bengal and North-Western	3′ 3⅜″	*1926-27*	*34,59*	*9·57*	*40,96*	*11·24*	*12,06*	*3·31*	..	..
		1927-28	30,98	8·27	40,58	10·83	14,93	3·98	..	..
Bengal-Nagpur	5′ 6″	*1926-27*	*88,35*	*11·33*	*1,24,32*	*15·85*	*65,29*	*8·33*	..	..
		1927-28	1,18,84	13·67	1,47,60	16·97	72,30	8·31	..	..
	2′ 6″	*1926-27*	*12,57*	*24·97*	*12,54*	*24·92*	*4,75*	*9·44*	..	..
		1927-28	11,33	22·87	12,85	25·93	5,59	11·28	..	..
	5′ 6″	*1926-27*	*89,36*	*13·69*	*1,47,15*	*22·55*	*54,79*	*8·40*	..	..
		1927-28	94,82	13·89	1,38,70	20·32	51,50	7·55	14,68	2·15
Bombay, Baroda and Central India.	3′ 3⅜″	*1926-27*	*63,72*	*11·50*	*1,21,74*	*21·98*	*38,87*	*7·02*	..	..
		1927-28	71,67	13·09	1,12,52	20·54	40,43	7·38	9,92	1·81
	2′ 6″	*1926-27*	*1,66*	*17·80*	*2,01*	*21·63*	*57*	*6·11*	..	..
		1927-28	2,59	27·97	1,81	19·62	50	5·46	5	0·55
Burma	3′ 3⅜″	*1926-27*	*85,97*	*18·59*	*76,97*	*16·64*	*36,47*	*7·89*	..	..
		1927-28	78,89	15·53	89,19	17·56	34,67	6·83	..	..
	2′ 6″	*1926-27*	*13*	*23·40*	*24*	*4·432*	*3*	*5·05*	..	..
		1927-28		Included in 3′ 3⅜″ Gauge.					..	..
Eastern Bengal	5′ 6″	*1926-27*	*71,31*	*16·14*	*69,59*	*15·76*	*47,61*	*10·78*	..	..
		1927-28	71,06	15·35	73,61	15·90	42,52	9·19	..	..
	3′ 3⅜″ and 2′ 6″	*1926-27*	*37,59*	*14·53*	*42,92*	*16·59*	*25,32*	*9·79*	..	..
		1927-28	46,02	17·68	41,96	16·12	24,90	9·56	..	..
East Indian	5′ 6″	*1926-27*	*2,21,32*	*11·20*	*3,49,88*	*17·66*	*2,36,81*	*11·96*	..	..
		1927-28	2,48,19	11·95	3,40,65	16·39	2,13,66	10·28	..	..
Great Indian Peninsula	5′ 6″	*1926-27*	*2,06,73*	*13·70*	*3,96,75*	*26·30*	*1,62,23*	*10·75*	*21,12*	*1·40*
		1927-28	1,91,00	12·16	3,67,43	23·38	1,54,44	9·83	34,97	2·22
	2′ 6″	*1926-27*	..	..	..	..	..	..	..	..
		1927-28	..	..	..	..	..	..	..	..
Jodhpur	3′ 3⅜″	*1926-27*	*13,74*	*15·53*	*19,51*	*22·06*	*6,74*	*7·62*	..	..
		1927-28	26,13	27·89	20,94	22·35	8,75	9·35	..	..
	2′ 0″	*1926-27*	*11*	*20·63*	*10*	*19·35*	*1*	*1·22*	..	..
		1927-28	8	14·74	8	15·00	2	2·45	..	..
Madras and Southern Mahratta.	5′ 6″	*1926-27*	*56,48*	*11·74*	*96,01*	*19·94*	*36,27*	*7·54*	..	..
		1927-28	85,75	16·66	99,58	19·34	34,90	6·78	..	..
	3′ 3⅜″	*1926-27*	*46,62*	*12·64*	*76,19*	*20·67*	*17,09*	*4·65*	..	..
		1927-28	57,33	14·42	73,64	18·52	39,89	10·03	...	..
Nizam's Guaranteed State	5′ 6″	*1926-27*	*7,05*	*6·19*	*11,38*	*10·44*	*4,51*	*3·96*	...	...
		1927-28	7,18	6·37	13,98	12·41	5,10	4·53	..	...
	3′ 3⅜″	*1926-27*	*7,35*	*8·36*	*11,38*	*13·52*	*3,59*	*4·09*	...	...
		1927-28	7,61	8·52	11,85	13·26	3,46	3·87	...	...
North Western (Commercial).	5′ 6″	*1926-27*	*2,20,70*	*13·72*	*3,49,04*	*21·69*	*1,50,94*	*9·38*	...	...
		1927-28	2,36,21	14·05	3,60,16	21·42	1,64,28	9·77	...	...
	2′ 6″	*1926-27*	*7,95*	*23·10*	*12,96*	*37·66*	*2,81*	*8·17*	...	..
		1927-28	8,90	28·27	12,41	39.42	3,82	12·14	...	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

System for the years 1926-27 and 1927-28 (In thousands of rupees).

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
5,62	*2·86*	*22,35*	*11·36*	*11,27*	*5·73*	*7,98*	*4·06*	*1,05,56*	*53·67*	
8,35	3·71	24,15	10·71	11,30	5·01	6,98	3·09	1,17,41	52·06	
6,99	*1·92*	*26,53*	*7·27*	*13,23*	*3·63*	*6,28*	*1·72*	*1,40,94*	*38·66*	
7,29	1·95	27,38	7·31	13,62	3·63	6,20	1·65	1,40,98	37·62	
7,47	*0·95*	*79,75*	*10·17*	*38,55*	*4·92*	*36,35*	*4·64*	*4,40,58*	*56·19*	
7,95	0·91	90,92	10·46	41,03	4·72	40,45	4·65	5,19,09	59·69	
..	..	*6,81*	*13·53*	*3,79*	*7·54*	*89*	*1·77*	*41,35*	*82·17*	
..	..	8,97	18·11	3,80	7·66	93	1·88	43,47	87·73	
..	..	*86,44*	*13·25*	*31,04*	*4·76*	*22,09*	*3·38*	*4,30,87*	*66·03*	
..	..	80,74	11·83	28,20	4·13	23,44	3·43	4,32,08	63·30	
..	..	*55,77*	*10·07*	*28,26*	*5·11*	*18,72*	*3·36*	*3,27,08*	*59·04*	
..	..	51,74	9·45	24,73	4·52	18,20	3·32	3,29,21	60·11	
..	..	*1,11*	*11·88*	*59*	*6·27*	*11*	*1·27*	*6,05*	*64·96*	
..	..	1,16	12·48	43	4·64	13	1·41	6,67	72·13	
3,83	*0·83*	*41,18*	*8·91*	*22,32*	*4·83*	*16,25*	*3·51*	*2,82,99*	*61·20*	
2,55	0·50	44,06	8·68	23,17	4·56	17,28	3·40	2,89,81	57·06	
..	..	*11*	*20·66*	*2*	*4·23*	*3*	*5·53*	*56*	*103·24*	
..	..	..	..	..	..	..	..	..	..	
..	..	*63,39*	*14·35*	*21,91*	*4·96*	*20,33*	*4·60*	*2,94,14*	*66·59*	
..	..	71,86	15·53	23,05	4·98	22,46	4·85	3,04,56	65·80	
3,47	*3·27*	*27,64*	*10·68*	*13,13*	*5·08*	*8,28*	*3·20*	*1,63,35*	*63·14*	
7,34	2·82	25,12	9·65	10,61	4·07	8,98	3·45	1,64,93	63·35	
1,07	*0·05*	*2,32,77*	*11·75*	*87,82*	*4·43*	*80,97*	*4·09*	*12,11,14*	*61·14*	
1,24	0·06	2,36,10	11·36	85,07	4·09	84,40	4·06	12,09,31	58·19	
..	..	*1,56,96*	*10·40*	*60,95*	*4·04*	*61,69*	*4·09*	*10,66,43*	*70·68*	
..	..	1,55,20	9·88	61,70	3·93	52,73	3·36	10,17,47	64·76	
..	..	..	..	..	..	..	..	*7,34*	*45·00*	
..	..	..	..	..	..	..	..	7,01	45·00	
..	..	*8,60*	*9·72*	*5,25*	*5·97*	*2,81*	*3·18*	*56,68*	*64·08*	
..	..	8,95	9·55	5,71	6·10	3,20	3·41	73,68	78·65	
..	..	*6*	*11·13*	*1*	*0·93*	..	*0·61*	*29*	*53·87*	
..	..	6	10·77	1	1·03	..	0·63	25	44·62	
..	..	*35,59*	*7·39*	*22,45*	*4·67*	*18,75*	*3·89*	*2,65,55*	*55·17*	
..	..	36,55	7·10	21,02	4·08	19,14	3·72	2,96,94	57·68	
*4,35**	*1·18*	*28,31*	*7·68*	*16,62*	*4·51*	*12,38*	*3·36*	*2,01,56**	*54·69*	
4,84*	1·22	28,38	7·14	16,53	4·16	13,49	3·39	2,34,10*	58·88	
..	..	*8,52*	*7·48*	*6,28*	*5·51*	*3,52*	*3·10*	*41,76*	*36·63*	
..	..	7,59	6·73	5,89	5·23	3,30	2·93	43,04	38·20	
..	..	*7,94*	*9·03*	*6,61*	*7·52*	*2,67*	*3·04*	*40,04*	*45·56*	
..	..	7,68	8·59	6,27	7·02	2,33	2·61	39,20	43·87	
..	..	*1,68,94*	*10·50*	*74,27*	*4·62*	*68,44*	*4·25*	*10,32,33*	*64·16*	
..	..	1,68,05	9·99	77,70	4·62	64,55	3·84	10,70,95	63·69	
1,52	*4·42*	*5,63*	*16·36*	*1,61*	*4·68*	*72*	*2·09*	*33,20*	*96·48*	
1,44	4·57	5,52	17·54	1,46	4·64	76	2·41	34,31	1,08·99	

*Includes Harbour expenditure.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works.		Maintenance and Supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
	5′ 6″	*1926-27*	*41,22*	*28·45*	*63,97*	*44·03*	*22,52*	*15·54*	..	..
		1927-28	54,91	35·88	60,24	39·37	17,85	11·66	..	..
North Western (Military)	2′ 6″	*1926-27*	*5,00*	*91·24*	*4,28*	*78·11*	*1,09*	*19·89*	..	..
		1927-28	7,41	130·92	5,77	101·94	1,08	19·08	..	..
	2′ 0″	*1926-27*	*82*	*98·79*	*1,10*	*132·53*	*20*	*24·10*	..	..
		1927-28	1,09	147·30	1,01	136·44	35	47·30	..	..
Total North Western	..	*1926-27*	*2,75,69*	*15·36*	*4,31,17*	*24·03*	*1,77,56*	*9·89*	..	..
		1927-28	3,08,52	16·48	4,39,59	23·48	1,87,38	10·00	..	..
Rohilkund and Kumaon	3′ 3⅜″	*1926-27*	*7,06*	*10·67*	*9,72*	*14·70*	*4,73*	*7·15*	..	..
		1927-28	8,98	12·45	10,51	14·58	4,99	6·92	..	..
South Indian	5′ 6″	*1926-27*	†	†	†	†	†	†	..	..
		1927-28	†	†	†	†	†	†	..	..
	3′ 3⅜″	*1926-27*	*†64,02*	*‡10·84*	*‡1,18,29*	*‡20·03*	*‡11,20*	*‡6·98*	..	..
		1927-28	‡1,07,72	‡17·12	‡1,29,11	‡20·53	‡41,38	‡6·58	..	..
	2′ 6″	*1926-27*	†	†	†	†	†	†	..	..
		1927-28	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1926-27*	*14,16,33*	*13·03*	*21,86,05*	*20·11*	*9,85,00*	*9·06*	*21,12*	*0·19*
		1927-28	16,00,38	13·99	21,98,09	19·22	9,90,34	8·66	59,62	0·52
CLASS II.										
Barsi Light	2′ 6″	*1926-27*	*1,00*	*5·72*	*3,08*	*17·60*	*97*	*5·54*	...	..
		1927-28	1,09	5·81	3,23	17·32	71	3·79	..	..
Bengal Doors	3′ 3⅜″	*1926-27*	*4,67*	*19·92*	*2,28*	*9·73*	*69*	*2·94*	..	..
		1927-28	4,84	19·27	2,33	9·29	76	3·02	..	..
Bhavnagar State	3′ 3⅜″	*1926-27*	*3,33*	*11·57*	*6,65*	*23·11*	*1,44*	*4·99*	..	..
		1927-28	3,33	11·43	6,28	21·56	1,19	4·07	..	..
Bikaner State	3′ 3⅜″	*1926-27*	*5,84*	*15·20*	*15,29*	*39·75*	*2,98*	*7·76*	..	..
		1927-28	5,73	13·47	12,99	30·50	2,34	5·50	..	..
Darjeeling-Himalayan	2′ 0″	*1926-27*	*2,25*	*12·73*	*3,60*	*20·35*	*1,34*	*7·59*	..	..
		1927-28	2,19	12·88	3,69	21·73	1,44	8·52	..	..
Dibru-Sadiya	3′ 3⅜″	*1926-27*	*3,24*	*11·25*	*4,87*	*16·91*	*3,32*	*11·52*	..	..
		1927-28	3,36	10·87	4,55	14·74	4,35	14·07	..	..
Gaekwar's Baroda State	2′ 6″	*1926-27*	*4,98*	*22·30*	*6,37*	*28·49*	*2,44*	*10·90*	..	..
		1927-28	5,55	23·89	5,84	25·14	3,09	13·30	..	..
Gondal	3′ 3⅜″	*1926-27*	*2,25*	*9·97*	*5,46*	*24·15*	*1,36*	*6·00*	..	..
		1927-28	1,09	4·39	4,70	19·01	1,12	4·54	..	..
Howrah-Amta Light	2′ 0″	*1926-27*	*1,35*	*13·01*	*1,08*	*10·40*	*18*	*1·73*	..	..
		1927-28	1,79	16·75	1,43	13·41	1,00	9·31	..	..
Jamnagar and Dwarka	3′ 3⅜″	*1926-27*	*1,51*	*13·63*	*2,78*	*25·12*	*54*	*4·88*	..	..
		1927-28	2,39	15·60	3,31	21·66	69	4·52	..	..
Junagad State	3′ 3⅜″	*1926-27*	*2,02*	*14·65*	*3,52*	*25·59*	*65*	*4·74*	..	..
		1927-28	1,73	12·37	3,82	27·29	63	4·50	..	..
Morvi	3′ 3⅜″ and 2′ 6″	*1926-27*	*1,15*	*6·92*	*3,78*	*22·71*	*74*	*4·46*	..	...
		1927-28	1,04	5·62	3,46	18·73	79	4·28	..	..
Mysore ‖	3′ 3⅜″	*1926-27*	*4,45*	*14·79*	*8,84*	*29·38*	*2,86*	*9·50*	...	..
		1927-28	4,88	14·92	8,87	27·10	2,74	8·38	..	...
Shahdara (Delhi) Saharanpur Light).	2′ 6″	*1926-27*	*1,59*	*16·55*	*1,07*	*11·13*	*29*	*3·02*	..	...
		1927-28	99	9·58	1,20	11·60	28	2·73	...	..
TOTAL CLASS II RAILWAYS	..	*1926-27*	*39,63*	*13·25*	*68,67*	*22·96*	*19,80*	*6·62*	..	...
		1927-28	40,00	12·54	65,70	20·60	21,13	6·62	...	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

System for the years 1926-27 and 1927-28 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
..	...	*21,91*	*15·13*	*12,21*	*8·43*	*9,03*	*6·24*	*1,70,68*	*117·82*	
..	..	21,92	14·32	11,28	7·37	7,72	5·05	173,92	113·65	
...	..	*1,47*	*26·82*	*61*	*11·13*	*20*	*3·65*	*12,65*	*230·84*	
..	..	1,39	24·56	1,00	17·67	27	4·77	16,92	29·894	
..	..	*25*	*30·12*	*12*	*14·46*	*2*	*2·41*	*2,51*	*302·41*	
..	..	26	35·13	7	9·46	1	1·35	2,79	377·03	
1,52	*0·08*	*1,98,20*	*11·05*	*88,82*	*4·95*	*78,41*	*4·37*	*12,51,37*	*69·73*	
1,44	0·07	1,97,14	10·53	91,51	4·89	73,31	3·92	12,98,89	69·37	
..	...	*5,79*	*8·76*	*3,64*	*5·51*	*1,67*	*2·52*	*32,61*	*49·31*	
..	...	5,59	7·75	4,17	5·78	1,41	1·96	35,65	49·44	
†	†	†	†	†	†	†	†	*92,60*	*56·96*	† Included with 3′ 3½″ gauge.
†	†	†	†	†	†	†	†	1,15,60	67·11	
‡*4,70*	‡*0·79*	‡*45,17*	‡*7·65*	‡*23,55*	‡*3·99*	‡*22,98*	‡*3·89*	*2,22,71*	*52·46*	‡Includes the 5′ 6″ and 2′ 6″ gauges.
‡4,02	‡0·64	‡46,57	‡7·40	‡25,16	‡4·00	‡26,66	‡4·24	2,60,77	57·55	
†	†	†	†	†	†	†	†	*4,60*	*135·98*	
†	†	†	†	†	†	†	†	4,25	114·55	
44,02	*0·40*	*11,38,99*	*10·48*	*5,06,14*	*4·66*	*4,23,16*	*3·89*	*67,28,15*	*61·88*	
45,02	0·39	11,55,91	10·10	5,02,98	4·40	4,25,02	3·71	69,84,37	61·07	
..	...	*1,51*	*8·63*	*2,11*	*12·06*	*83*	*4·74*	*9,50*	*54·29*	
..	...	1,53	8·22	2,06	11·05	74	3·97	9,36	50·16	
20	*0·35*	*1,98*	*8·45*	*1,87*	*7·98*	*65*	*2·77*	*12,34*	*52·64*	
19	0·75	2,24	8·90	1,85	7·39	77	3·07	12,98	51·69	
..	..	*4,11*	*14·29*	*2,39*	*8·31*	*72*	*2·53*	*18,64*	*64·80*	
..	..	3,65	12·52	2,33	8·01	76	2·61	17,54	60·20	
..	..	*4,61*	*12·00*	*2,53*	*6·57*	*82*	*2·12*	*32,07*	*83·40*	
..	..	4,34	10·20	2,65	6·22	83	1·95	28,88	67·84	
...	...	*2,26*	*12·84*	*1,50*	*8·49*	*1,15*	*6·51*	§*15,30*	§*63·56*	§ Includes the Darjeeling Himalayan Extension Railway not included in details.
..	..	2,48	14·56	1,30	7·62	1,10	6·48	§15,24	§66·03	
...	..	*2,09*	*7·26*	*1,80*	*6·25*	*33*	*1·15*	*15,65*	*54·34*	
..	..	2,30	7·45	1,81	5·84	27	0·88	16,64	53·85	
..	...	*3,78*	*16·91*	*1,14*	*5·09*	*32*	*1·45*	*19,03*	*85·14*	
..	..	3,82	16·43	1,90	8·15	37	1·61	20,57	88·52	
...	...	*2,99*	*13·20*	*1,10*	*4·89*	*45*	*1·97*	*13,61*	*60·18*	
..	..	3,25	13·14	1,37	5·53	47	1·89	12,00	48·50	
..	..	*1,62*	*15·61*	*58*	*5·59*	*1,82*	*17·53*	*6,63*	*63·87*	
..	...	1,65	15·41	62	5·77	50	4·72	6,99	65·37	
...	..	*1,18*	*10·61*	*74*	*6·71*	*29*	*2·66*	*7,04*	*63·61*	
...	..	1,28	8·39	96	6·25	33	2·16	8,96	58·58	
...	..	*1,58*	*11·45*	*34*	*2·50*	*36*	*2·60*	*8,47*	*61·53*	
..	...	1,56	11·15	1,04	7·41	27	1·93	9,05	64·65	
...	...	*1,98*	*11·87*	*64*	*3·87*	*2,21*	*13·24*	*10,50*	*63·07*	
...	...	1,74	9·39	63	3·41	2,80	15·17	10,46	56·60	
...	...	*3,86*	*12·83*	*2,02*	*6·71*	*83*	*2·76*	*22,36*	*75·97*	|| Includes the Birur Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.
...	...	4,28	13·09	2,10	6·42	1,01	3·09	23,88	73·00	
...	...	*1,10*	*11·45*	*47*	*4·89*	*47*	*4·89*	*4,99*	*51·93*	
...	...	1,19	11·56	51	4·88	44	4·25	4,61	44·60	
20	*0·07*	*34,65*	*11·59*	*19,23*	*6·43*	*11,25*	*3·76*	*1,96,63*	*65·74*	
19	0·06	35,31	11·07	21,13	6·63	10,66	3·34	1,97,16	61·81	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden	3′ 3⅜″	1926-27	29	20·42	38	26·76
		1927-28	46	34·85	68	51·50
Ahmadpur-Katwa	2′ 6″	1926-27	22	14·07	47	30·72
		1927-28	29	20·87	39	28·32
Arrah-Sasaram Light	2′ 6″	1926-27	38	21·31	77	18·65
		1927-28	72	17·60	83	20·22
Bankura-Damoodar River	2′ 6″	1926-27	50	23·29	78	36·17
		1927-28	68	32·28	80	37·90
Baraset-Basirhat Light	2′ 6″	1926-27	86	15·21	1,15	20·28
		1927-28	1,13	19·49	1,20	20·64
Bengal Provincial	2′ 6″	1926-27	31	16·76	50	27·02
		1927-28	29	15·71	56	29·81
Bukhtiarpur-Bihar Light	2′ 6″	1926-27	89	20·60	84	19·45
		1927-28	89	22·96	53	13·86
Burdwan-Katwa	2′ 6″	1926-27	32	15·01	47	21·88
		1927-28	48	22·62	47	22·39
Cutch State	2′ 6″	1926-27	19	24·68	20	25·97
		1927-28	13	14·58	20	22·31
Debri-Rohtas Light	2′ 6″	1926-27	41	12·50	80	24·39
		1927-28	30	9·29	76	23·13
Dholpur-Bari	2′ 6″	1926-27	20	8·70	56	24·35
		1927-28	23	10·36	62	28·39
Futwah-Islampur	2′ 6″	1926-27	20	10·69	29	15·51
		1927-28	26	14·58	25	14·19

* Including Replacement or Renewal or Appropriation to Depreciation Fund as the case may be.

System for the years 1926-27 and 1927-28 (in thousands of rupees)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
8	*5·63*	*1*	*0·71*	2	*1·41*	*73*	*54·93*	
14	10·62	30	22·73	2	1·51	1,60	121·21	
35	*23·04*	*20*	*13·04*	2	*1·62*	*1,26*	*82·49*	
30	25·94	21	15·14	3	2·20	1,28	92·47	
45	*10·89*	*27*	*6·54*	*11*	*2·66*	*2,48*	*60·05*	
50	12·25	34	8·25	17	4·03	2,56	62·35	
30	*13·91*	*35*	*16·24*	*7*	*3·49*	*2,00*	*93·10*	
36	16·98	35	16·46	9	4·22	2,28	107·84	
93	*16·36*	*40*	*7·11*	*65*	*11·49*	*3,99*	*73·45*	
95	16·25	42	7·19	18	3·14	3,88	66·71	
30	*16·22*	*19*	*10·27*	*2*	*1·08*	*1,32*	*71·35*	
30	16·12	20	10·43	2	0·99	1,37	73·06	
48	*11·11*	*25*	*5·79*	*8*	*1·85*	*2,54*	*58·80*	
45	11·60	26	6·80	15	3·80	2,28	59·02	
36	*16·84*	*25*	*11·75*	*6*	*2·71*	*1,46*	*68·19*	
35	16·79	25	12·08	5	2·16	1,60	76·04	
6	*7·79*	*13*	*16·88*	..	..	*58*	*75·32*	
6	6·86	16	17·34	..	..	55	61·09	
26	*7·93*	*26*	*7·93*	*4*	*1·22*	*1,77*	*53·97*	
29	8·79	26	7·81	6	1·92	1,67	50·94	
19	*8·26*	*18*	*7·83*	*1*	*0·43*	*1,14*	*49·57*	
17	7·84	19	8·52	1	0·31	1,22	55·42	
24	*12·83*	*13*	*6·95*	*3*	*1·61*	*89*	*47·59*	
24	13·43	15	8·85	2	1·22	92	52·27	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of structural works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1926-27*	*95*	*12·38*	*2,95*	*34·89*
		1927-28	95	11·58	3,63	44·15
Howrah-Sheakhala Light	2′ 0″	*1926-27*	*37*	*16·44*	*28*	*12·44*
		1927-28	49	21·92	42	18·43
Jagadhri Light	2′ 0″	*1926-27*	*2*	*8·70*	*8*	*34·80*
		1927-28	2	6·84	9	34·65
Jessore-Jhenidah	2′ 6″	*1926-27*	*14*	*10·09*	*40*	*27·71*
		1927-28	17	13·54	44	36·41
Jorhat (Provincial)	2′ 0″	*1926-27*	*54*	*25·89*	*85*	*40·61*
		1927-28	..	..	..	..
Kalighat-Falta	2′ 6″	*1926-27*	*48*	*19·57*	*1,00*	*41·39*
		1927-28	51	17·63	1,00	34·55
Kolar District †	2′ 6″	*1926-27*	*68*	*15·08*	*1,76*	*39·02*
		1927-28	61	12·25	1,83	36·20
Kulasekarapatnam Light	2′ 0″	*1926-27*	*57*	*81·43*	*35*	*50·00*
		1927-28	36	41·52	32	35·94
Matheran Light	2′ 0″	*1926-27‡*	..	..	..	..
		1927-28	26	27·96	56	60·22
Porbandar State	3′ 3⅜″	*1926-27*	*45*	*11·32*	*1,75*	*43 84*
		1927-28	40	9·03	1,35	30·31
Tarikere Narasimharajapura Light	2′ 6″	*1926-27*	*10*	*20·00*	*33*	*66·00*
		1927-28	12	20·41	9	15·58
Tezpore-Balipara	2′ 6″	*1926-27*	*27*	*14·06*	*59*	*30·73*
		1927-28	33	17·75	60	32·15
Trivellore Light	2′ 0″	*1926-27*	..	..	*6*	*85·71*
		1927-28	..	..	4	97·89
Udaipur-Chitorgarh	3′ 3⅜″	*1926-27*	*88*	*17·52*	*1,16*	*23·12*
		1927-28	89	17·00	1,22	23·22
TOTAL CLASS III RAILWAYS	..	*1926-27*	*10,72*	*16·71*	*18,47*	*28·79*
		1927-28	10,97	16·46	18,88	28·33

*Including Replacement and Renewal or contribution to Depreciation Fund as the case may be.
‡ Included with the Great Indian Peninsula Railway.

System for the years 1926-27 and 1927-28 (in thousands of rupees)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
54	*7·17*	*65*	*8·59*	*45*	*5·84*	*5,24*	*68·87*	
60	7·27	66	8·05	46	5·60	6,30	76·65	
33	*14·67*	*23*	*10·22*	*36*	*16·00*	*1,57*	*69·77*	
31	13·68	24	10·83	7	3·31	1,53	68·17	
6	*26·10*	*3*	*13·01*	..	..	*19*	*82·61*	
6	21·79	3	13·67	..	..	20	76·95	
20	*13·99*	*27*	*19·13*	*1*	*1·00*	*1,02*	*71·92*	
20	16·05	20	16·23	2	1·41	1,03	83·64	
34	*16·22*	*34*	*15·91*	*9*	*4·17*	*2,16*	*102·80*	
..	..	..	..	..	..	2,07	102,99	
49	*20·10*	*34*	*13·82*	*7*	*2·99*	*2,38*	*97·87*	
50	17·45	34	11·73	7	2·47	2,42	83·63	† Includes the Bangalore Chik Ballapur Light Railway.
59	*13·08*	*31*	*6·87*	*12*	*2·67*	*3,46*	*76·72*	
65	12·88	33	6·53	15	3·09	3,57	70·95	
9	*12·85*	*1*	*1·43*	..	..	*1,02*	*145·71*	
7	8·05	1	1·31	..	..	76	86·82	
..	..	..	..	..	..	..	..	
12	12·90	27	29·03	12	12·90	1,33	143·01	
46	*11·50*	*43*	*10·84*	*7*	*1·86*	*3,16*	*79·36*	
40	8·96	48	10·87	8	1·84	2,71	61·01	
7	*14·09*	*3*	*6·00*	*1*	*2·00*	*54*	*108·00*	
7	12·75	4	6·54	2	3·07	34	58·35	
28	*14·58*	*22*	*11·46*	*6*	*3·13*	*1,42*	*73·96*	
31	16·58	22	11·92	3	1·34	1,49	79·74	
3	*42·86*	*2*	*28·57*	..	..	*11*	*157·14*	
2	68·25	1	21·08	..	..	7	187·22	
42	*8·37*	*27*	*5·38*	*9*	*1·79*	*2,82*	*56·18*	
43	8·13	28	5·38	10	1·98	2,92	55·71	
7,90	*12·31*	*5,77*	*8 99*	*2,44*	*3·80*	*45,30*	*70·60*	
7,91	11·87	6,20	9·30	1,92	2·88	47,95	71·95	

STATISTICAL STATEMENTS.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1928.				Track mileage open on 31st March 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3⅜″	1-7-95	912·90	..	..	912·90	912·90	182·54	11·71	1,107·15
	Chaparmukh-Silghat	3′ 3⅜″	30-3-20	50·81	..	..	50·81	50·81	3·41	..	54·22
	Katakhal-Lalabazar	3′ 3⅜″	1-4-23	23·49	..	..	23·49	23·49	0·90	..	24·39
	Mymensingh-Bhairab Bazar ..	3′ 3⅜″	20-3-17	100·68	..	..	100·68	100·68	16·56	0·19	117·43
	Total—1	..	..	1,087·88	..	..	1,087·88	1,087·88	203·41	11·90	1,303·19
2	Bengal and North-Western—	3′ 3⅜″	2-4-84	1,269·51	..	..	1,269·51	1,269·51	259·50	15·74	1,544·75
	Tirhoot	3′ 3⅜″	1-11-75	797·05	10·05	..	807·10	817·15	187·51	10·49	1,015·18
	Total—2 ..	..	2,066·56	10·05	..	2,076·61	2,086·66	447·04	26·23	2,559·93	
3	Bengal-Nagpur—	5′ 6″	6-4-80	1,953·24	248·15	..	2,201·39	2,449·54	593·92	122·93	3,166·39
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	24·62	..	..	24·62	24·62	1·77	..	26·39
	Purulia-Ranchi	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	10·70	0·05	127·29
	Raipur-Dhamtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·61	0·55	62·10
	Satpura	2′ 6″	18-4-03	625·15	..	..	625·15	625·15	61·88	13·12	700·15
	Tumsar-Tirodi Light ..	2′ 0″	1-4-16	46·80	..	..	46·80	46·80	7·99	..	54·79
	Total—3	..	2,893·93	248·15	..	3,142·08	3,390·23	684·48	136·75	4,211·46	
4	Bombay, Baroda and Central India.	5′ 6″	10-2-60	746·43	240·22	†19·46	1,006·11	1,304·46	311·65	120·75	1,736·86
	Nagda-Ujjain	5′ 6″	15-7-96	34·61	..	..	34·61	34·61	2·99	1·78	39·38
	Petlad Cambay (Anand-Tarapur).	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·34	25·04
	Petlad Cambay (Tarapur-Cambay).	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	2·37	16·21
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·48	4·37	167·57
	Bombay, Baroda and Central India.	3′ 3⅜″	14-2-73	1,874·41	1·78	..	1,876·19	1,877·97	366·55	25·49	2,270·01

Statement for 1927-28.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Simaluguri to Khowang.	38·79	Feni to Belonia ..	16·88	Netrakona to Mohanganj.	17·43	State line.	
				Furkating Badulipura Jorhat.	42·28		
		Senchua to Mairabari	30·25	Karimganj to Longai Valley.	39·52		
				Shaistaganj to Habiganj.	8·47		
..	..	..	..	..	..	Branch lines under guarantee terms.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	
..	38·79	..	47·13	..	107·70		
..	..	..	..	..	..	Line subsidized by the Government of India.*	*Receives land only from Government.
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
				Birmitrapur to Guttitanagar.	7·23	State line.	
Dharmaband Kharkharee with main line connection.	0·73	..	..	Dharmaband Kharkharee Chord.	2·57		
				Raipur to Vizianagram.	241·56		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	Parlakimedi to Gunupur.	31·63	Indian State line.	
..	..	..	..	..	..	State lines	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	0·73	..	..	..	282·99		
..	..	Vasad to Katana .	26·27	..	..	State line.	
		Boriavi-Vadtal .	3·71				
..	..	..	..	..	..	Indian State lines.	†0·25 mile triple and †9·21 miles quadruple.
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State line.	

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928. Single line.	Double line.	Treble lines, etc. as the case may be	Total.	TRACK MILEAGE OPEN ON 31ST MARCH 1928. Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4—*concld.*	Ahmedabad-Parantij ..	3′ 3½″	1-5-97	88·70	..	..	88·70	88·70	14·36	1·49	104·55
	Dhrangadra	3′ 3½″	1-6-98	53·84	..	..	53·84	53·84	5·68	1·64	61·16
	Gaekwar's Mehsana ..	3′ 3½″	21-3-87	230·25	..	..	230·25	230·25	25·56	3·18	258·99
	Jaipur State	3′ 3½″	10-11-05	181·11	..	..	181·11	181·11	11·95	..	193·06
	Palanpur-Deesa* ..	3′ 3½″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Broach-Jambusar ..	2′ 6″	23-11-14	29·69	..	..	29·69	29·69	2·83	1·30	33·82
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	2·14	5·23	38·05
	Godhra-Lunavada ..	2′ 6″	4-2-13	25·43	..	..	25·43	25·43	1·57	1·08	28·08
	Nadiad-Kapadvanj ..	2′ 6″	5-3-13	28·17	..	..	28·17	28·17	3·57	1·33	33·07
	Rajpipla State ..	2′ 6″	1-7-97	39·24	..	..	39·24	39·24	2·36	0·99	42·59
	Jhagadia-Thawa Road† ..	2′ 6″	8-3-26	..	..	..	..	..	..	..	..
	Samni-Dehej	2′ 6″	..	..	..	..	..	..	..	..	..
	Piplod-Devgad Baria ..	2′ 6″	..	..	..	..	..	..	..	..	..
	Total—4 ..	..	..	3,569·17	242·00	19·46	3,830·63	4,130·76	762·92	173·34	5,067·02
	Burma	3′ 3½″	1-5-77	1,158·98	206·85	..	1,365·83	1,572·68	348·05	79·17	1,999·90
	Alon-Ye-U	3′ 3½″	1-7-22	49·48	..	..	49·48	49·48	4·90	..	54·38
	Burma Extensions	3′ 3½″	15-4-07	188·67	..	..	188·67	188·67	36·33	16·74	241·74
	Moulmein-Ye	3′ 3½″	2-8-23	89·25	..	..	89·25	89·25	11·00	0·37	100·62
	Pyinmana-Taungdwingyi ..	3′ 3½″	1-8-22	91·79	..	..	91·79	91·79	8·05	..	99·84
	Southern Shan States ..	3′ 3½″	15-6-12	86·48	..	..	86·48	86·48	8·74	..	95·22
	Pegu-Kayan	3′ 3½″	15-1-27	36·96	..	..	36·96	36·96	3·05	..	40·01
	Total—5 ..	..	..	1,701·61	206·85	..	1,908·46	2,115·31	420·12	96·28	2,631·71
6	Eastern Bengal	5′ 6″	2-1-62	554·42	131·56	‡24·29	710·27	913·01	483·85	39·63	1,436·49
	Sara-Sirajganj	5′ 6″	1-7-15	51·06	..	..	51·06	51·06	27·17	..	78·23
	Eastern Bengal	3′ 3½″	28-8-77	886·40	7·29	..	893·69	900·98	276·39	9·40	1,186·77
	Cooch Behar State	3′ 3½″	15-9-03	33·09	..	..	33·09	33·09	2·42	0·28	35·79

Statement for 1927-28.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	Halvad to Malia ..	26·00	..	..	Indian State lines.	
..	..	Khalipur to Khakhal	17·22	Vijapur to Ambaliasan.	26·00		
		Wagrod to Khareda	12·44				
		Vijapur to Ransipur	14·01				
			43·67				
..	..	..	..	..	..		
..	..	..	..	..	..	State lines	* This line is the joint property of Government and the Palanpur Durbar.
..	..	..	..	Jambusar to Kavi	17·87		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	†Closed for all kinds of Traffic with effect from the 25th July 1927.
..	..	..	..	Samni to Debej ..	24·72	State line.	
..	..	Piplod to Devgad Baria.	9·54	..	..	Indian State line.	
..	..	..	109·19	..	68·59		
..	..	Minbu to Pakaku	270·87	Taungdwingyi to Pataungo.	41·00	State lines.	
				Myingyan to Paleik	69·00		
				Nyaunglebin to Madauk.	11·30		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
Taungdwingyi to Natmauk.	25·00	..	..	Natmauk to Kyaukpadaung.	47·10		
Thanlwin to Wa Martaban.	0·89	..	..	Heho to Shwenyaung	11·25		
..	..	..	..	Kayan to Thongwa	10·54		
..	25·89	..	270·87	..	120·19		
Nashipur Road to Azimganj.	1·23	..	..	Abdulpur to Nawabganj.	55·18	State line.	‡1·69 miles triple and 22·60 miles quadruple.
				Baruipur to Lakshmikantapur.	23·00		
Barrackpore Race Course.	1·54	..	..	Kalukhali to Bhatiapara.	53·13		
..	..	..	..	..	..	Branch line under rebate terms.	
Dinajpur (Kanchan Jn.) to Pirganj.	24·05	..	..	Pirganj to Ruhea	23·95	State line.	
				Purnea to Murliganj	53·00		
..	..	..	..	..	..	Indian State line.	

8.—*Mileage*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6—*concld.*	Eastern Bengal	2′ 6″	18-7-31	31·96	..	..	31·96	31·96	2·43	0·04	34·43
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6 ..	..	..	1,576·68	138·85	24·29	1,739·82	1,949·85	794·21	49·35	2,793·41
7	East Indian	5′ 6″	15-8-54	*2,902·67	859·27	†55·54	3,817·48	4,816·88	1,290·30	334·62	6,441·80
	Hardwar-Dehra ..	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	..	4·78	36·82
	South Bihar	5′ 6″	5-7-99	76·56	2·70	..	79·26	81·96	7·95	..	89·91
	Cawnpore- Buchwal link ..	3′ 3¾″	24-11-96	(*a*) 82·52	..	..	(*a*) 82·52	82·52	12·18	1·17	95·87
	Total—7 ..	..	..	3,093·79	861·97	55·54	4,011·30	5,013·40	1,310·43	340·57	6,664·40
8	Great Indian Peninsula (*b*) ..	5′ 6″	18-4-53	2,389·02	772·11	32·94 (quadruple).	3,194·07	4,064·99	999·30	113·16	5,177·45
	Bhopal-Ujjain	5′ 6″	11-11-95	113·29	..	..	113·29	113·29	9·24	.	122·53
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	10·71	..	157·78
	Dharwa Pusad	2′ 6″	..	..	..	..	..	..	..	..	..
	Dhond-Baramati	2′ 6″	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96
	Ellichpur Yeotmal ..	2′ 6″	1-12-13	117·66	..	..	117·66	117·66	10·42	0·17	128·25
	Pachora-Jamner	2′ 6″	1-4-18	34·76	..	..	34·76	34·76	2·06	0·85	37·67
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·18	0·54	23·55
	Total—8 ..	..	..	2,850·89	772·11	32·94	3,655·94	4,526·86	1,034·16	115·17	5,676·19
9	Jodhpur	3′ 3¾″	24-6-82	617·66	..	..	617·66	617·66	87·66	7·87	713·19
	Jodhpur-Hyderabad (British Section).	3′ 3¾″	18-8-92	123·98	..	..	123·98	123·98	33·18	4·44	161·60
	Mirpur Khas-Jhudo ..	3′ 3¾″	18-4-05	50·43	..	..	50·43	50·43	3·68	0·58	54·69
	Mirpur Khas-Khadro ..	3′ 3¾″	1-1-12	49·50	..	..	49·50	49·50	3·14	0·46	53·10
	Pipar-Bilara Light	2′ 0″	25-10-11	25·25	..	..	25·25	25·25	0·43	0·34	26·02
	Total—9 ..	..	..	866·82	..	..	866·82	866·82	128·09	13·69	1,008·60

Statement for 1927-28—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Branch line under rebate terms.	
..	26·82	....	..	....	208·26		
Dalman to Darjapur.	‡15·00	Lucknow to Jaunpur	141·59	Calcutta Chord ..	10·53	State line.	* Including 16·79 miles of mixed (5′ 6″and 3′3½″) gauge line between Burhwal and Barabanki. †33·25 miles triple, 17·29 miles quadruple, 3·26 miles quintuple and 1·74 miles sextuple. ‡This is relaying of line dismantled during the war. §Although a leased line, it is for convenience treated as a State line.
		Chandpur to Muzzampur.	37·00	Daltonganj to Barkakhana.	113·61		
Raiwala to Rikhikesh.	7·10	Unao to Madhoganj	47·70	Anuppur to Kariati.	40·08		
..	..	..	..	..	..	Branch line under guarantee terms.	‖ Under running power agreement, the B. and N.-W. Railway Company, run and haul their trains and traffic over this line.
..	..	..	..	..	..	Leased line.§	
..	..	..	..	..	..	‖ State line.	(a) Including the mixed gauge line referred to in the note marked with * above and also 2·18 miles of E. I. Railway metre gauge line at Benares.
..	22·10	..	226·29	..	164·22		
Chambur to Mandala.	2·96	Kartal to Kamsin ..	58·66	Agra to Bah ..	43·19	State line.	
		Khamgaon to Chikli	38·50				
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..		
..	..	..	..	Dharwa to Pusad..	41·81	State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (a part of this line is owned by the Bhopal Durbar) and Cawnpore Banda Railways.
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	2·96	..	97·16	..	85·00		
..	..	Phalodi to Pokaran	33·00	Samdari to Bhimal	75·00	Indian State line.	
				Makrana to Parbatsar	13·21		
..	..	..	..			State line.	
..	..	..	..	..	..	Lines subsidized by the Government of India.(c).	(c) Receives land only from Government.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	
..	..	..	33·00	..	88·21		

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10	Madras and Southern Mahratta	5′ 6″	1-7-56	998·51	44·48	..	1,042·99	1,087·47	243·17	5·32	1,335·96
	Kolar Gold-fields ..	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·77	3·10	15·75
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·17	..	22·58
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	1,540·55	..	..	1,540·55	1,540·55	187·49	1·53	1,729·57
	Alnavar-Dandeli (Provincial)..	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar	3′ 3⅜″	11-8-84	209·98	..	..	209·98	209·98	26·86	..	236·84
	Bezwada-Masulipatam ..	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	7·26	..	59·06
	Dhone-Kurnool	3′ 3⅜″	1-1-09	32·00	..	..	32·00	32·00	1·96	..	33·96
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·62	..	..	51·62	51·62	4·35	..	55·97
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese ..	3′ 3⅜″	17-1-87	51·10	..	..	51·10	51·10	16·65	..	67·75
	Total—10 ..	..	..	3,020·14	44·48	..	3,064·62	3,109·10	495·95	9·95	3,615·00
11	Nizam's Guaranteed State ..	5′ 6″	9-10-74	330·13	..	..	330·13	330·13	59·85	10·33	400·31
	Bezwada Extension ..	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·45	..	22·92
	Kazipet-Belharshah ..	5′ 6″	1-2-24	93·25	..	..	93·25	93·25	4·33	..	97·58
	Karipalli-Kothagudam ..	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·83	..	51·14
	Hyderabad-Godavari Valley ..	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	60·19	1·88	456·26
	Parbhani to Purli	3′ 3⅜″	..	..	..	..	..	..	..	..	..
	Secunderabad Gadwal ..	3′ 3⅜″	1-2-16	135·76	9·28	..	145·04	154·32	13·55	0·05	167·92
	Dronachelam (Dhone) Kurnool Extension.	3′ 3⅜″	..	..	..	..	..	..	..	..	..
	Total—11 ..	..	..	1,032·55	17·82	..	1,050·37	1,068·19	141·50	12·26	1,221·95
12	North Western	5′ 6″	13-5-61	*3,655·95	879·30	..	*4,535·25	5,414·55	1,472·40	151·60	7,038·55
	Amritsar-Patti	5′ 6″	21-9-06	54·30	..	..	54·30	54·30	7·44	..	61·74
	Pahawalnagar-Cholistan ..	5′ 6″	..	..	..	..	..	..	..	..	..
	Jind Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·14	0·86	28·94
	Jullundur-Mukerian ..	5′ 6″	1-1-15	44·80	..	..	44·80	44·80	3·90	..	48·70
	Phagwara-Rahon	5′ 6″	1-4-15	45·40	..	..	45·40	45·40	5·11	..	50·51

Statement for 1927-28—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
				Cocanada to Kotipalli.	27·03	State lines.	
Re-alignment of Jalarpet-Mangalore section.	2·15	..	..	Nidadavolu to Narasapur.	47·01		
..	..	..	..	..	..		
..	..	..	..	..	..	District Board line.	
Hotgi to Sholapur.	9·25			..	..	State lines.	
		..	..	Gudivada to Bhimavaram.	40·90		
Kanivihalli to Swamihalli.	10·26			Guntur to Macherla	80·44		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Foreign line.	
..	21·66	..	..	..	195·38		
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	..	..	..	..	State line.	
Ramgundam to Asifabad Road.	35·47	..	..	Asifabad Road to Balharshah.	52·44	Indian State line.	
..	..	Kothagudam to Ramaram.	1·99	..	..	Indian State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	..	..	Parbhani to Purli ..	38·20	Indian State lines.	
..	..	..	..	Allumpur Road to British Frontier.	2·95		
..	..	..	..	British Frontier to Kurnool.	4·89	State line.	
..	35·47	..	1·99	..	98·48		
Verka to Dera Baba Nanak.	27·80			Jessar to Dera Baba Nanak.	5·76	State line.	
Jessar to Narowal	5·74			Batala to Butari ..	41·64		
Jessar to Chak Amru.	26·50	..	..	Chiniot to Hundewali	25·77		
New Delhi Capital Works.	4·79			Lyallpur to Chanan-wala.	109·60		
Chak Jhumra to Chiniot.	16·93			Rohtak to Panipat	44·21		
Lyallpur to Jaranwala.	22·10			Sargodha to Khusab	28·22		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	Bahawalnagar to Cholistan.	63·08	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		

*Includes 51·95 miles of the Mirjawa Duzdap section worked by the N. W. Ry. at the cost of the Military Department.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12 *contd.*	Jammu and Kashmir (Indian State Section).	5′ 6″	15-3-90	16·01	..	..	16·01	16·01	3·08	..	19·09
	Khanpur-Chachran ..	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81
	Ludhiana-Dhuri-Jakhal ..	5′ 6″	10-4-01	78·65	..	..	78·65	78·65	5·89	..	84·54
	Mandra-Bhaun	5′ 6″	1-5-15	46·38	..	..	46·38	46·38	3·62	0·23	50·53
	Rajpura-Bhatinda ..	5′ 6″	1-11-84	108·56	..	..	108·56	108·56	21·30	0·02	129·88
	Sialkot-Narowal	5′ 6″	10-11-15	38·59	..	..	38·59	38·59	5·66	..	44·25
	Sirhind Rupur	5′ 6″	26-2-28	30·53	..	..	30·53	30·53	2·61	..	33·14
	Southern Punjab (Main line)	5′ 6″	10-11-97	427·11	0·52	..	427·63	428·15	82·53	0·58	511·26
	„ „ Jullundur Doab ..	5′ 6″	23-6-12	132·79	..	..	132·79	132·79	17·13	..	149·92
	„ „ Ludhiana Extension ..	5′ 6″	10-6-05	153·35	..	..	153·35	153·35	25·09	..	178·44
	„ „ Sutlej Valley ..	5′ 6″	6-7-10	212·78	..	..	212·78	212·78	23·52	..	236·30
	Jacobabad-Kashmor ..	2′ 6″	1-12-14	76·70	..	..	76·70	76·70	3·98	..	80·68
	Kalka-Simla	2′ 6″	9-11-03	59·92	..	..	59·92	59·92	8·80	1·83	70·05
	Kangra Valley	2′ 6″	..	..	..	..	..	..	..	..	..
	Zhob Valley (Khanai-Killa Saifullah.	2′ 6″	1-1-21	85·42	..	..	85·42	85·42	9·74	18·87	114·03
	Kohat-Thal	2′ 6″	1-4-03	61·75	..	..	61·75	61·75	10·33	0·13	72·21
	Larkana-Jacobabad ..	2′ 6″	16-2-22	53·24	..	..	53·24	53·24	3·25	..	56·49
	Trans Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	161·70	..	..	161·70	161·70	15·81	19·91	197·42
	Dera Ismail Khan Tank Deeanville.	2′ 6″	12-3-20	42·00	..	..	42·00	42·00	3·30	..	45·30
	Total—12 ..	..	..	5,633·85	879·82	..	6,513·67	7,393·49	1,739·26	194·03	9,326·78
13	Rohilkund and Kumaon ..	3′ 3½″	12-10-84	258·72	..	..	258·72	258·72	33·90	2·46	295·08
	Lucknow-Bareilly	3′ 3½″	12-10-84	310·90	1·16	..	312·06	313·22	61·59	10·08	384·89
	Total—13 ..	..	..	569·62	1·16	..	570·78	571·94	95·49	12·54	679·97
14	South Indian	5′ 6″	23-5-60	488·08	..	..	488·08	488·08	90 52	1·39	579·99
	Suramangalam-Salem ..	5′ 6″	1-6-17	3·86	..	..	3·86	3·86	2·05	..	5·91
	South Indian	3′ 3½″	15-7-61	1,020·42	..	..	1,020·42	1,020·42	222·39	15·33	1,258·14

Statement for 1927-28—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
Sirhind to Rupar	30·53	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	
..	..	..	..	Pathankot to Shanon	103·10		
Hindubagh to Killa Saifullah.	39·42	..	..	Killa Saifullah to Fort Sandeman.	88·24		
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..		
..	173·81	..	..	..	509·62		
.	..	..	..	..	..	Line subsidized by the Government of India.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..		
Angadipuram to Nilambur.	23·98	..	..	Salem to Mettur Dam	25·62	State line.	
..	..	..	..	..	..	District Board line.	
Golden Rock to Lalgudi.	14·91	Salem to Vridhachalam.	83·56	Vridhachalam to Lalgudi.	59·33	State line.	
Pamban to Rameswaram.*	6·77	..	..	Trichinopoly to Manmadura.	93·48		
Villupuram to Vridhachalam.	34·14	..	..	Madura to Bodinaickanur.	55·94		
Virudunagar to Tenkasi.	75·90	..	..	Dindigul to Pollachi	75·28		
				Cuddalore to Vriddhachalam.	35·59		

*This is the realignment of the Rameswaram line. The line from Rameswaram to Pamban which formed a part of the main line has been converted into a branch line.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
14 *concld.*	Nilgiri	3' 3⅜"	15-6-99	28·96	..	..	28·96	28·96	4·56	..	33·52
	Peralam-Karaikkal ..	3' 3⅜"	14-3-98	14·65	..	..	14·65	14·65	2·13	..	16·78
	Podanur-Pollachi ..	3' 3⅜"	15-10-15	25·04	..	..	25·04	25·04	2·59	..	27·63
	Pondicherry	3' 3⅜"	15-12-79	7·85	..	..	7·85	7·85	2·14	0·22	10·21
	Shoranur-Cochin .	3' 3⅜"	2-6-02	64·75	..	..	64·75	64·75	10·11	1·81	76·67
	Tanjore District Board ..	3' 3⅜"	2-4-94	130·98	..	..	130·98	130·98	17·09	0·50	148·57
	Tinnevelly-Tiruchendur ..	3' 3⅜"	24-2-23	38·18	..	..	38·18	38·18	2·35	..	40·53
	Travancore (British Section)	3' 3⅜"	1-6-02	50·42	..	..	50·42	146·38	19·53	..	165·91
	Travancore (Indian State Section)	3' 3⅜"	1-6-04	95·96	..	..	95·96				
	Morappur-Hosur ..	2' 6"	18-1-06	73·30	..	..	73·30	73·30	4·40	..	77·70
	Tirupattur-Krishnagiri ..	2' 6"	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total—14 ..	..	..	2,067·83	..	..	2,067·83	2,067·83	382·37	*19·25	2,469·45
	Total Class I ..	..	..	32,031·32	3,423·26	132·23	35,586·81	39,378·32	8,639·43	1,211·31	49,229·06

Statement for 1927-28—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	District Board lines.	
..	.	..	..	..	..		
..	..	..	..	..	..	State line.	
..	..	Trivandrum to Thambanur	3·43	..	..	Indian State line.	
..	..	..	..	..	..	State lines.	
.	..	..	..	..	..		
..	155·70	..	86·99	..	345·24	..	*Includes 0·62 broad gauge and 8·05 metre gauge miles of Permanent way in sidings outside Company's limits worked by private owners.
..	503·93	..	72·62	..	2,273·88	..	

8.—*Mileage Statement for 1927-28*—contd.

CLASS II RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1928.	TRACK MILEAGE OPEN ON 31ST MARCH 1928.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS II RAILWAYS.								
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	19·58	222·15	Line subsidized by the Government of India.*	*Receives land only from Government.
2	Bengal Dooars	3′ 3⅜″	15-1-93	35·04	35·04	5·84	40·88	Line subsidized by District Board.	
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·09	121·09	17·28	138·37	Line subsidized by the Government of India.*	
	Total—2 ..	..	..	156·13	156·13	23·12	179·25		
3	Bhavnagar State	3′ 3⅜″	20-12-80	297·49	297·49	44·77	342·26	Indian State Lines.	
4	Bikaner State	3′ 3⅜″	9-12-91	698·89	698·89	59·90	758·79		
5	Darjeeling-Himalayan	2′ 0″	23-8-80	51·00†	51·07	9·44	60·51	Line subsidized by Local Government.	†Of this 0·07 mile is double line.
	Darjeeling-Himalayan Extensions.	2′ 0″	16-3-14	95·44	95·44	4·09	99·53	Branch line under rebate terms.	
	Total—5 ..	..	..	146·44	146·51	13·53	160·04		
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	34·91	120·93	Line subsidized by Local Government.	
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	20·37	25·87	Unassisted Company's line.	
	Total—6 ..	..	..	91·52	91·52	55·28	146·80		
7	Gaekwar's Baroda State ..	2′ 6″	8-4-73	318·50	318·50	50·40	368·90	Indian State lines.	
	Bodeli Chhota Udaipur ..	2′ 6″	1-12-17	22·67	22·67	1·61	24·28		
	Total—7 ..	..	..	341·17	341·17	52·01	393·18		
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	13·30	119·54		
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·21	46·21	7·63	53·84		
	Khijadiya-Dhari ..	3′ 3⅜″	1-3-13	37·22	37·22	4·47	41·69		
	Total—8 ..	..	..	189·67	189·67	25·40	215·07		
9	Howrah-Amta Light ..	2′ 0″	1-7-97	43·87	43·87	6·31	50·18	Line subsidized by District Board.	‡Includes 3·93 miles, Jamnagar to Bedi Bunder, worked for goods traffic only.
10	Jamnagar-Dwarka.. ..	3′ 3⅜″	7-11-22	65·92	65·92	3·73	69·65	Branch line under guarantee and rebate terms.	
	Rajkot-Jamnagar ..	3′ 3⅜″	8-4-97	‡54·22	‡54·22	8·35	62·57	Indian State lines.	
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	3·85	41·06		§Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock Estate worked for goods traffic only.
	Total—10 ..	..	..	157·35	157·35	15·93	173·28		
11	Junagad State	3′ 3⅜″	1-9-88	148·10§	148·10§	16·62	164·72		
12	Morvi	3′ 3⅜″	4-3-05	102·33	102·33	14·01	116·34		
13	Mysore	3′ 3⅜″	1-12-99	285·46	285·46	33·66	319·12		
14	Shahdara (Delhi)-Saharanpur Light.	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.*	
	Total Class II ..	..	..	2,953·49	2,953·56	388·74	3,342·30		

8.—*Mileage Statement for 1927-28*—contd.

Class II Railways.

Route mileage opened during the year 1927-28.			Route mileage authorised, but not open for traffic, on 31st March 1928.					
			Sanctioned but not commenced.			Under construction.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
Barsi Light—								
Pandharpur to Miraj.	2′ 6″	84·92						
Bhavnagar State—						*Bikaner State—*		
Rajula Road to Rajula.	3′ 3⅜″	5·84				Nohar to Bhadran	3′ 3⅜″	25·00
Dungar to Port Albert Victor.	3′ 3⅜″	4·80	*Bikaner State—*					
Port Albert Victor to Dock Estate.	3′ 3⅜″	*2·86	Bhadran to Sadulpur ..	3′ 3⅜″	40·00	Sarupsar to Anupgarh.	3′ 3⅜″	35·00
		13·50						60·00
Bikaner State—						*Gaekwar's Baroda State—*		
Hanumangarh to Nohar..	3′ 3⅜″	45·76				Zankhvav to Umerpada.	2′ 6″	13·17
Kesrisinghpur to Raisinghnagar.	3′ 3⅜″	33·98				Dungarda to Waghai.	2′ 6″	2·20
		79·74						15·37
			Gaekwar's Baroda State—			*Junagad State—*		
			Mahuva to Anaval ..	2′ 6″	17·91	Prachi Road to Jamwala.	3′ 3⅜″	7·50
			Umerpada to Bardipada	2′ 6″	9·40			
			Navsari to Kamrej ..	2′ 6″	26·25			
					53·56			
			Gondal—					
			Sidsar to Patan	3′ 3⅜″	7·85	*Mysore—*		
						Shimoga to Ragihosahalli.	3′ 3⅜″	18·96
			Junagad State—					
			Jamwala to Una ..	3′ 3⅜″	22·08			
			Jamnagar and Dwarka—					
			Khambalia to Saliya ..	3′ 3⅜″	8·96			
			Mysore—					
			Ragihosahalli to Arasalu	3′ 3⅜″	7·84			
			Chamarajanagar to Hardanhalli.	3′ 3⅜″	4·83			
					12·67			
Total Class II		178·16	....	..	145·12	....		101·83

H32RAR

*Opened only for goods traffic.

8.—*Mileage Statement for 1927-28*—contd.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1928.	TRACK MILEAGE OPEN ON 31ST MARCH 1928.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS.								
1	Aden	3′ 3½″	1-1-16	28·75	28·75	4·43	33·18	State Line.	
2	Ahmadpur-Katwa ..	2′ 6″	30-5-17	32·26	32·67	2·09	34·76	Branch Line under guarantee terms.	
3	Arrah-Sasaram .. .. *	2′ 6″	6-3-11	65·16	65·16	5·15	70·31	Line subsidized by District Board.	
4	Bangalore-Chik Ballapur Light.	2′ 6″	15-9-14	33·63	38·63	*	38·63	Line guaranteed by Indian State.	* Included with Kolar District Ry.
5	Bankura-Damoodar River ..	2′ 6″	15-12-16	59·95	60·33	6·75	67·08	Branch line under guarantee terms.	
6	Baraset-Basirhat Light ..	2′ 6″	1-2-05	52·24	52·24	4·57	56·81	Line subsidized by District Board.	
7	Bengal-Provincial ..	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.	
	Dasghara-Jamalpurgunj ..	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.	
	Total—8 ..	..	..	41·58	41·58	3·08	44·66		
8	Bukhtiarpur-Bihar Light ..	2′ 6″	1-7-03	33·00	33·00	2·87	35·87	Line subsidized by District Board.	
9	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·86	3·42	36·28	Branch line under guarantee terms.	† Includes 15·37 miles, Anjar to Warsamedi and Warsamedi to Kandla sections, which were opened but not brought into use for traffic during the year.
10	Cutch State	2′ 6″	18-5-05	†52·15	†52·15	2·70	†54·85	Indian State line.	
11	Dehri-Rohtas Light ..	2′ 6″	6-2-11	25·51	25·51	5·59	31·10	Line subsidized by the Government of India.	
12	Dholpur-Bari	2′ 6″	24-2-08	36·38	36·38	4·67	41·05	Indian State lines.	‡ Although for convenience classed as an Indian State railway this line is the property of Govt.
	Mohari-Barauli‡ ..	2′ 6″	10-2-17	15·25	15·25	0·79	16·04		
	Total—12 ..	..	..	51·63	51·63	5·46	57·09		
13	Fatwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.	
14	Gwalior Light	2′ 0″	2-12-99	253·20	253·20	21·51	274·71	Indian State line.	
15	Howrah-Sheakhala Light ..	2′ 0″	2-8-97	19·75	19·75	1·37	21·12	Line subsidized by District Board.	
16	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Coy.'s line.	
17	Jessore-Jhenidah .	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	Line subsidized by District Board.	
18	Jorhat (Provincial) ..	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.	
19	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·23	31·65	Branch line under guarantee terms.	

8.—*Mileage Statement for 1927-28*—concld.

CLASS III RAILWAYS—*contd.*

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1928.	TRACK MILEAGE OPEN ON 31ST MARCH 1928.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
	CLASS III—RAILWAYS—*contd.*								
20	Kolar District	2′ 6″	15-12-13	63·57	63·57	4·63	68·20	Indian State line.	
21	Kulasekarapatnam Light ..	2′ 0″	18-7-15	25·25	25·25	..	25·25	Unassisted Coy.'s line.	
22	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.	
23	Porbandar State	3′ 3⅜″	1-10-89	§41·29	§41·29	7·73	49·02	Indian State line.	§Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranavao quarry line worked for goods traffic only.
24	Tarikere-Narasimharajapura	2′ 0″	15-1-15	26·70	26·70	2·50	29·20	Indian State line.	
25	Tezpore-Balipara Light ..	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Subsidized by District Board.	
26	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·20	2·57	Unassisted Coy.'s line.	
27	Udaipur-Chitorgarh ..	3′ 3⅜″	1-8-95	67·30	67·30	5·08	72·38	Indian State line.	
	Total Class III ..	..	..	1,171·28	1,172·63	102·49	1,275·12		

ROUTE MILEAGE OPENED DURING YEAR 1927-28.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
			Singri-Panchnoi River Light—			*Cutch State—*		
uch State—			Singri to Panchnoi ..	2′ 6″	20·12	Warsamedi to Bachau.	2′ 6″	20·42
* Anjar to Warsamedi ..	2′ 6″	3·73	*Tirupati-Tiruchanur Light—*			*Dholpur-Bari—*		
* Warsamedi to Kandla..	2′ 6″	11·64	Tirupati to Tiruchanur ..	2′ 0″	3·00	Barauli to Sirmuttra.	2′ 6″	3·63
		15·37				Dholpur to Rajakhera.	2′ 6″	22·34
Dehri Rohtas Light—								25·97
Rohtas to Rohtas Fort ..	2′ 6″	1·68				*Kulasekarapatnam—*		
						Kulasekarapatnam to Odangudi.	2′ 0″	3·00
Total Class III ..	..	17·05	....	..	23·12	....	..	49·39

* The section was not brought into use for public traffic.

9.—*Description of Class I Railways worked during the year 1927-28.*

Railway.	Mean Mileage worked.	†Number of Stations.	Total length of gradients (in miles).					Total.	Steepest gradient worked.		Maximum Degree of Curvature and Radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees.)
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.		Length.	Inclination.	Degrees.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal Nagpur .	2,203·4	380	*Nil.*	8·11	186·3	775·1	177·2	1,146·7	2·30	1 in 60	5·75	1,000	16·0	14·8
Bombay, Baroda and Central India.	1,323·4	240	*Nil.*	1·35	0·48	260·8	96·0	358·6	0·88	1 in 80	5·45	996	13·6	18·2
Eastern Bengal .	759·8	205	*Nil.*	*Nil.*	0·64	0·34	10·3	11·3	0·64	1 in 100	6·00	955	13·5	10·9
East Indian .	4,157·0	761	0·15	23·0	60·1	234·2	111·6	429·0	0·15	1 in 50	8·00	712	14·6	8·83
Great Indian Peninsula.	3,528·2	525	19·7	8·74	74·9	863·9	350·8	1,318·1	0·16	1 in 34	6·20	924	27·4	16·9
Madras and Southern Mahratta.	1,080·3	226	*Nil.*	13·4	34·4	163·0	104·4	315·2	0·80	1 in 60	7·00	818	21·5	11·3
Nizam's Guaranteed State.	450·3	70	*Nil.*	*Nil.*	85·0	175·7	21·2	281·9	2·52	1 in 100	4·40	1,300	8·18	16·0
North Western .	5,887·7	948	104·7	120·0	266·2	285·8	224·2	1,000·9	6·54	1 in 25	12·6	455	12·3	14·0
South Indian .	613·9	100	*Nil.*	8·12	28·5	113·0	46·8	196·5	1·57	1 in 62	8·19	700	39·3	21·2
Total .	20,004·0	3,455	124·6	182·7	736·5	2,871·8	1,142·5	5,058·2	..	..	..	..	..	..
3′ 3⅜″ GAUGE.														
Assam Bengal .	1,097·3	238	10·2	47·8	37·0	144·9	29·9	269·8	10·1	1 in 37	15·0	382	16·5	35·0
Bengal and North Western.	2,162·5	369	0·11	1·52	3·73	8·70	8·86	22·9	0·11	1 in 50	8·73	656	10·2	7·99
Bombay, Baroda and Central India.	2,447·2	391	3·40	0·48	19·4	394·5	236·6	654·4	3·40	1 in 400	8·00	716	9·55	10·3
Burma. . .	1,884·1	413	100·5	46·5	72·0	198·9	174·7	592·6	23·8	1 in 25	17·0	337	14·8	35·6
Eastern Bengal .	905·0	184	0·34	0·52	2·92	43·2	40·1	87·1	0·34	1 in 50	14·3	400	9·60	11·0
East Indian . .	*	21	*Nil.*	*Nil.*	*Nil.*	0·65	2·80	3·45	0·65	1 in 200	7·67	748	14·7	11·6
Jodhpur . .	831·4	128	0·51	*Nil.*	1·47	166·6	64·5	233·1	0·51	1 in 50	8·00	716	8·86	11·6
Madras and Southern Mahratta.	1,979·5	308	16·3	50·5	659·3	319·5	124·6	1,170·2	15·7	1 in 40	10·0	573	21·1	33·2
Nizam's Guaranteed State.	581·0	101	*Nil.*	*Nil.*	*Nil.*	323·8	22·2	346·0	5·50	1 in 133	4·00	1,433	13·8	15·4
Rohilkund and Kumaon.	563·7	102	*Nil.*	4·85	8·44	13·9	23·6	50·8	3·31	1 in 70	12·0	479	8·70	8·22
South Indian .	1,422·2	392	23·6	44·8	48·9	197·6	87·1	402·0	7·74	1 in 50	11·5	500	19·9	18·3
Total .	13,873·9	2,647	155·0	197·0	353·2	1,812·3	815·0	3,832·4	..	..	..	..	..	..
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur .	940·7	135	0·51	44·2	152·5	195·5	48·7	441·3	0·51	1 in 50	14·2	409	18·8	39·1
Bombay, Baroda and Central India.	159·1	45	4·62	0·99	23·5	31·1	10·45	70·7	0·19	1 in 40	28·7	200	13·3	44·6
Eastern Bengal .	51·7	18	*Nil.*	*Nil.*	0·12	0·23	0·33	0·68	0·12	1 in 100	15·0	382	25·0	42·3
Great Indian Peninsula.	201·5	41	0·76	1·24	50·8	48·9	14·2	115·9	0·76	1 in 25	12·0	478	19·2	42·2
Jodhpur . .	24·7	4	*Nil.*	*Nil.*	0·66	2·75	3·33	6·7	0·68	1 in 100	12·0	478	5·95	16·4
North Western. 2′ 6″	495·5	74	57·9	21·2	81·8	69·0	30·0	259·9	0·02	1 in 26	52·1	110	17·0	133·3
North Western. 2′ 0″	42·0	7	*Nil.*	0·16	0·26	1·35	2·51	4·28	0·08	1 in 60	52·1	110	7·16	20·6
South Indian .	98·7	15	*Nil.*	32·6	·9·81	19·7	2·40	64·6	2·96	1 in 67	6·00	955	30·2	62·2
Total .	2,013·9	339	63·8	100·4	319·5	368·5	111·9	964·1	..	..	..	..	..	..

* Included in the B. and N. W. Ry. who work the line.
† Excludes block huts, branch booking offices and out agencies.

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928.*

A.—Locomotives and Rail Motors, etc.

Railway.	Locomotives.				Rail motors.			Steam coaches.			Electric motor coaches.*			Average weight in tons.
						Seats.			Seats.			Seats.		
	Tender.	Tank.	Total.	Total tractive effort. lbs.	No.	Upper.	Lower.	No.	Upper.	Lower.	No.	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal-Nagpur	628	78	706	18,782,846	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	351	64	415	9,859,205	..	..	..	..	..	..	16	..	1,920	70·1
Eastern Bengal	243	85	328	6,587,903	..	..	..	†1	..	..	..	..	..	..
East Indian	1,275	344	1,619	32,427,903	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	993	181	1,174	27,805,129	..	..	..	2	16	135	38	..	3,248	68·1
Madras and Southern Mahratta.	263	60	313	7,213,905	..	..	..	1	..	84	..	..	..	..
Nizam's Guaranteed State	69	4	73	1,463,344	..	..	..	..	..	..	..	..	..	..
North Western	1,206	82	1,288	28,979,189	2	..	12	4	..	342	..	..	..	..
South Indian	143	5	148	2,966,814	..	..	..	..	..	..	..	..	..	..
Total	5,161	903	6,064	136,086,238	2	..	12	10	64	721	54	..	5,168	68·7
3′ 3⅜″ GAUGE.														
Assam-Bengal	167	15	182	2,429,970	..	..	..	..	..	..	..	..	..	..
Bengal and North-Western.	335	14	349	3,966,323	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	464	60	524	6,147,823	..	..	..	..	..	..	..	..	..	..
Burma	317	64	381	5,477,708	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	220	4	224	3,071,428	..	..	..	†1	..	..	..	..	..	..
Jodhpur	104	4	108	1,359,141	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	337	13	350	5,037,228	..	..	..	..	..	..	..	..	..	..
Nizam's Guaranteed State	70	12	82	1,120,784	..	..	..	2	.	224	..	..	..	..
Rohilkund and Kumaon	70	2	72	860,736	..	..	..	..	..	..	..	..	..	..
South Indian	319	67	386	4,848,482	4	16	220	..	..	..	..	..	..	..
Total	2,403	255	2,658	34,319,623	4	16	220	3	..	224	..	..	..	..
2′ 6″ GAUGE.	Number.													
Bengal-Nagpur	115			1,534,184	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	15			151,548	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	11			39,195	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	19			260,564	..	..	..	..	..	..	..	..	..	..
North Western	97			1,235,349	9	..	127	..	..	..	..	..	..	..
South Indian	11			138,009	..	..	..	..	..	..	..	..	..	..
Total	268			3,358,849	9	..	127	3	18	96	..	..	..	..
2′ 0″ GAUGE.														
Bengal-Nagpur	17			65,522	..	..	..	..	..	..	..	..	..	..
Jodhpur	2			7,159	..	..	..	..	..	..	..	..	..	..
North Western	17			93,840	..	..	..	..	..	..	..	..	..	..
Total	36			166,521	..	..	..	.	..	..	..	..	..	..

*Motor coach composites.
†Sentinel engine.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928— contd.

B.—Coaching Stock.

Railway	Passenger Carriages of uniform class.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	446	191	340	3,400	38,402	144	144	90	732	5,594
Bombay, Baroda and Central India	385	102	1,881	..	40,814	47	...	320	..	2,060
Eastern Bengal	219	371	93	798	24,276	42	60	72	371	1,746
East Indian	1,126	1,200	1,632	9,128	104,518	565	764	1,416	1,243	9,717
Great Indian Peninsula	596	1,551	354	137	55,253	345	288	1,280	44	12,760
Madras and Southern Mahratta	185	40	204	..	20,706	248	80	331	36	10,654
Nizam's Guaranteed State	39	..	..	..	5,178	37	60	265	..	1,204
North Western	985	240	389	4,354	105,524	402	182	540	1,826	15,992
South Indian	98	..	104	..	9,140	3	24	23	..	..
Total	4,079	3,695	4,997	17,817	403,811	1,833	1,602	4,337	4,252	59,727
3′ 3¾″ GAUGE.										
Assam-Bengal	231	..	..	..	16,327	..	..	..	..	..
Bengal and North-Western	385	..	..	536	34,416	657	276	504	1,352	23,488
Bombay, Baroda and Central India	750	48	70	..	55,959	408	387	600	..	8,410
Burma	390	44	..	..	27,188	232	172	218	..	7,493
Eastern Bengal	259	226	..	484	17,503	155	192	24	428	3,208
Jodhpur	68	..	..	..	5,527	64	33	80	312	966
Madras and Southern Mahratta	326	128	243	..	20,436	212	176	258	..	5,053
Nizam's Guaranteed State	41	..	..	..	3,953	62	102	240	..	2,015
Rohilkund and Kumaon	73	..	..	..	6,776	113	96	78	66	3,536
South Indian	715	532	477	30	45,280	32	..	..	..	1,001
Total	3,238	978	790	1,050	233,365	1,935	1,440	2,002	2,158	55,170

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—contd.

Railway.	Composite passenger carriages excluding those fitted with brake van or mail accommodation.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
	12	13	14	15	16	17	18	19	20	21
5′ 6″ GAUGE.										
Bengal-Nagpur	84	1,023	1,176	603	1,131	27	144	242	47	89
Bombay, Baroda and Central India	114	1,713	2,869	150	1,812	20	100	300	..	..
Eastern Bengal	172	1,452	2,302	6,233	6,513	23	204	276	96	104
East Indian	440	2,739	5,259	10,814	13,748	130	589	849	781	989
Great Indian Peninsula	238	2,522	4,798	1,122	3,867	32	190	360	64	75
Madras and Southern Mahratta	102	444	1,463	1,107	3,576	51	164	285	176	278
Nizam's Guaranteed State	15	180	572	..	36	9	54	117	..	..
North Western	678	4,286	6,167	13,012	32,449	92	522	636	356	661
South Indian	52	547	1,266	..	1,136	2	12	16	..	..
Total	1,895	14,906	25,872	33,041	64,268	386	1,979	3,081	1,520	2,196
3′ 3⅜″ GAUGE.										
Assam-Bengal	137	1,104	988	1,028	1,885	..	..	..	..	..
Bengal and North-Western	55	372	540	795	807	103	429	438	460	964
Bombay, Baroda and Central India	131	1,086	1,287	231	1,609	38	228	228	..	..
Burma	143	1,085	2,292	..	2,069	21	126	168	..	..
Eastern Bengal	118	781	711	1,406	1,946	67	240	240	258	338
Jodhpur	39	128	186	601	875	11	28	42	13	..
Madras and Southern Mahratta	83	280	612	250	1,522	29	212	174	..	..
Nizam's Guaranteed State	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon	19	147	216	182	400	21	73	75	139	139
South Indian	133	876	1,738	135	1,632	10	60	80	..	..
Total	870	5,967	8,825	4,628	12,941	310	1,459	1,583	870	1,441

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—contd.

Railway.	Composite passenger carriages with brake van or mail accommodation.										Military cars.		Dining cars.	
	Bogies.					*Four-wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No.	Seats.	No.	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
	22	23	24	25	26	27	28	29	30	31	32	33	34	35
5′ 6″ gauge.														
Bengal-Nagpur	79	..	..	276	4,184	31	..	..	78	988	..	..	12	322
Bombay, Baroda and Central India.	86	..	..	..	6,993	3	..	..	..	78	..	..	3*	224†
Eastern Bengal	140	..	..	1,363	11,293	11	..	..	176	247	..	..	2	72
East Indian	394	8	10	552	25,031	25	..	..	..	962	..	..	19	504
Great Indian Peninsula	185	6	58	103	10,159	61	..	140	..	1,882	56	4,344	33	1,370
Madras and Southern Mahratta.	94	..	..	..	5,140	45	..	..	..	1,188	..	..	4	90
Nizam's Guaranteed State.	12	..	..	..	516	2	..	..	..	72	..	..	..	..
North Western	416	199	158	..	23,435	1	..	..	..	36	18	1,188	22	595
South Indian	81	72	144	..	4,305	..	..	..	..	..	..	..	1	18
Total	1,487	285	370	2,294	91,056	179	..	140	254	5,453	74	5,532	101	3,195
3′ 3¼″ gauge.														
Assam-Bengal	73	..	..	760	1,144	58	..	..	232	..	..	..	1	22
Bengal and North Western.	30	..	..	..	1,408	21	..	..	..	564	..	..	2	24
Bombay, Baroda and Central India.	139	..	..	..	6,389	18	..	..	..	346	..	..	5	80
Burma	152	100	48	..	6,419	30	..	..	..	616	..	..	2	25
Eastern Bengal	88	..	..	156	3,555	6	..	..	..	96	..	..	2	30
Jodhpur	44	..	..	..	2,585	4	..	..	..	88	..	..	3	52
Madras and Southern Mahratta.	104	..	..	24	3,718	212	..	..	..	3,084	..	..	..	..
Nizam's Guaranteed State.	20	..	128	..	498	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon.	19	..	..	129	888	1	..	..	16	20	..	..	1	24
South Indian	283	8	34	..	13,931	1	..	..	..	22	..	..	6	108
Total	952	108	210	1,069	40,535	356	..	..	248	5,004	..	..	22	365

*Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway funds.

†Excludes the seating capacity of the dining car referred to in * above.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—*contd.*

Railway.	Saloons, Royal and State.		Reserved carriages (for use of the public).		Total Passenger carriages.
	Bogies.	Four-wheelers.	Bogies.	Four-wheelers.	
	No.	No.	No.	No.	No.
35	36	37	38	39	40
5′ 6″ gauge.					
Bengal-Nagpur	1	..	6	..	830
Bombay, Baroda and Central India	*2	...	8	14	687
Eastern Bengal	2	...	3	3	617
East Indian	17	...	14	..	2,730
Great Indian Peninsula	3	...	..	8	1,557
Madras and Southern Mahratta	2	1	3	2	737
Nizam's Guaranteed State	11	5	4	..	134
North Western	18	...	15	..	2,647
South Indian	1	...	..	..	238
Total	57	6	53	27	10,177
3′ 3⅜″ gauge.					
Assam-Bengal	1	2	..	..	503
Bengal and North-Western	1	2	..	8	1,264
Bombay, Baroda and Central India	†10	†2	8	..	1,509
Burma	3	...	4	..	977
Eastern Bengal	2	...	1	1	699
Jodhpur	*7	...	1	..	241
Madras and Southern Mahratta	2	..	1	8	977
Nizam's Guaranteed State	4	1	1	1	157
Rohilkund and Kumaon	...	..	..	3	250
South Indian	4	...	2	..	1,186
Total	34	7	18	21	7,763

*Bogie saloons built from other than Railway Funds.

†Includes 7 bogies and 1 four wheeler built from Government Funds.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—*contd.*

Railway.	Other Coaching Vehicles.								Total other coaching vehicles.
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.	Luggage vans.	Miscellaneous (excluding departmental).	
	Bogies.	Four-wheelers.							
	No.	No.	No.						
	41	42	43	44	45	46	47	48	49
5' 6" GUAGE.									
Bengal-Nagpur	..	..	9	..	75	45	22	15	166
Bombay, Baroda and Central India.	..	..	..	..	50	27	127	*10	214
Eastern Bengal	2	4	..	..	22	27	84	67	206
East Indian	..	..	4	15	138	119	60	19	355
Great Indian Peninsula	12	..	2	..	113	86	278	53	544
Madras and Southern Mahratta	..	..	..	4	44	27	98	2	175
Nizam's Guaranteed State	..	..	..	1	10	15	..	10	36
North Western	15	..	..	..	92	196	213	363	879
South Indian	..	..	3	..	19	18	26	...	66
Total	29	4	18	20	563	560	908	539	2,641
3' 3⅜" GAUGE.									
Assam-Bengal	3	12	..	..	18	15	8	3	59
Bengal and North-Western	..	..	..	..	5	30	..	4	39
Bombay, Baroda and Central India.	..	..	..	..	39	59	24	6	128
Burma	31	..	..	..	46	37	31	88	233
Eastern Bengal	7	..	..	1	16	32	98	55	209
Jodhpur	..	..	..	..	4	8	7	†3	22
Madras and Southern Mahratta	..	..	..	..	38	41	58	14	151
Nizam's Guaranteed State	..	..	...	...	4	12	...	2	18
Rohilkund and Kumaon	..	..	3	..	7	12	...	7	29
South Indian	..	..	5	..	35	8	13	59	120
Total	41	12	8	1	212	254	239	241	1,008

*Includes 8 postal vans built from other than Railway funds.
† Bogie Fruit vans.

10. Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B—Coaching Stock—*contd.*

Railway.	Brake vans used exclusively on passenger service.		Total coaching vehicles	Departmental (including officers' carriages).	Trailer Coaches.			
					Electric.		Steam.	
	Bogies.	Four-wheelers.			No.	Seats.	No.	Seats.
	No.	No.						
	50	51	52	53	54	55	56	57
5′ 6″ Gauge.								
Bengal Nagpur	..	9	1,005	72	..	..	..	..
Bombay, Baroda and Central India	25	37	963	17	48	5,616	..	..
Eastern Bengal	..	34	857	38	..	..	..	..
East Indian	..	226	3,311	300	..	..	..	..
Great Indian Peninsula	13	122	2,236	109	111	11,104	..	..
Madras and Southern Mahratta	..	18	930	70	..	..	..	..
Nizam's Guaranteed State	..	9	179	10	..	..	..	..
North Western	..	290	3,816	207	..	..	2	80
South Indian	..	..	304	19	..	..	..	..
Total	38	745	13,601	842	159	16,720	2	80
3′ 3⅜″ Gauge.								
Assam Bengal	..	..	562	69	..	..	..	..
Bengal and North-Western	..	..	1,303	16	..	..	..	..
Bombay, Baroda and Central India	17	89	1,743	41	..	..	..	..
Burma	..	..	1,210	56	..	..	..	..
Eastern Bengal	..	46	954	73	..	..	..	..
Jodhpur	4	15	282	19	..	..	..	..
Madras and Southern Mahratta	..	..	1,128	52	..	..	..	..
Nizam's Guaranteed State	..	15	190	25	..	..	..	..
Rohilkund and Kumaon	..	..	279	9	..	..	..	..
South Indian	6	12	1,324	56	..	..	..	..
Total	27	177	8,975	415	..	..	..	..

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928*—contd.

B.—Coaching Stock—concld.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles including brake vans.	Total.	Departmental (including officers' carriages).	Steam coach trailers.
	No.	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal-Nagpur	354	468	541	1,014	11,108	20	374	18	..
Bombay Baroda and Central India	57	..	158	..	2,850	..	57	..	—
Eastern Bengal	65	70	36	137	1,181	..	65	3	..
Great Indian Peninsula	44	54	45	..	1,818	2	46	1	..
North Western	246	411	561	532	6,680	33	279	21	..
South Indian	23	40	..	..	628	11	34	1	..
TOTAL	789	1,043	1,341	1,683	24,265	66	855	35	..
2' 0" GAUGE.									
Bengal-Nagpur	1	..	..	..	..	..	1	..	..
Jodhpur	5	6	6	..	110	..	5	..	..
North Western	12	5	8	...	246	6	18	6	..
TOTAL	18	11	14	...	356	6	24	6	..

10.—STATEMENT OF EQUIPMENT SHOWING THE ACTUAL STOCK RUNNING ON CLASS I RAILWAYS ON THE 31ST MARCH 1928—*contd.*

10.—*Statement of Equipment showing the actual stock running on Class I*

C.—Goods

Railway.	Covered wagons.					Open wagons (high-sided).					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ gauge.												
Bengal-Nagpur	3,671	4,057	..	..	147,990	1,099	11,307	..	981	312,563	244	..
Bombay, Baroda & Central India.	1,317	4,974	..	..	130,500	583	1,851	44	7	51,024	11	34
Eastern Bengal	3,209	3,718	..	2	126,280	104	157	4	2	5,343	425	269
East Indian	1,552	32,649	..	..	664,272	2,148	11,289*	10	..	251,548*	1,841	2
Great Indian Peninsula.	2,810	7,149	..	1,061	239,878	2,020	2,845	..	220	95,099	21	180
Madras & Southern Mahratta.	746	3,234	..	..	82,133	220	887	..	10	22,971	144	45
Nizam's Guaranteed State.	..	632	..	..	13,116	..	750	..	..	16,050	..	580
North Western	226	24,103	204	100	540,209	148	2,390	..	99	56,136	772	1,553
South Indian	15	1,008	..	..	22,824	41	417	..	..	9,722	..	..
Total	13,546	81,524	204	1,163	1,967,202	6,363	31,693	58	1,319	820,456	3,458	2,663

Railway.	Covered wagons.					Open wagons (high-sided).					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ gauge.												
Assam-Bengal	660	3,482	100	..	45,631	57	..	44	..	1,438	54	..
Bengal & North-Western.	4,231	4,848	1,132	..	115,976	..	..	..	..	..	478	250
Bombay, Baroda & Central India	747	5,453	473	95	84,638	228	129	480	14	12,603	..	369
Burma	332	5,957	..	198	83,374	..	..	..	..	..	997	891
Eastern Bengal	1,012	1,365	686	761	53,306	..	4	2	4	179	548	137
Jodhpur	..	1,518	498	4	21,772	..	93	70	..	1,633	..	..
Madras & Southern Mahratta.	2,099	3,539	127	..	57,897	..	491	73	..	6,478	80	237
Nizam's Guaranteed State.	..	740	..	..	9,157	..	25	..	..	329	..	256
Rohilkund & Kumaon.	641	674	874	..	29,939	..	..	30	..	540	67	150
South Indian	1,303	582	1,504	45	48,584	390	90	95	328	12,681	..	..
Total	11,025	28,158	5,394	1,103	550,274	675	832	794	346	35,881	2,224	2,290

*Includes 149 Broad Gauge coal wagons belonging to B. & N. W. Ry., kept for use on the E. I. Ry. The total

Railways on the 31st March 1928—contd.

Stock.

WAGONS (LOW-SIDED).			SPECIAL WAGONS.						Total goods vehicles.	Brake vans used indiscriminately on passenger, mixed or goods service.	Railway service vehicles (including inspection trollies).	Travelling Cranes and their dummy trucks.	Road Motors.
					Timber or rail wagons.								
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Tank Wagons.	Miscellaneous Wagons.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27
..	..	3,904	34	10	295	549	147	57	22,451	510	128	48	2
51	220	11,156	1,145	12	2	..	102	206	10,559	268	650	19	8
153	..	16,665	..	5	61	18	89	110	8,331	97	124	25	9
..	..	27,493	40	33	144	301	238	537	50,784	1,010	1,276	110	22
..	..	4,275	2,530	30	202	68	178	18	19,132	656	669	78	21
..	..	2,921	2	28	99	9	85	5	5,514	234	365	27	—
..	..	11,515	..	..	10	..	..	..	1,972	43	116	4	11
17	145	52,641	..	70	80	307	405	15	30,634	462	434	92	7
..	..	..	..	13	175	12	7	..	1,688	80	182	4	..
226	365	130,570	3,751	201	1,068	1,264	1,251	948	151,065	3,360	3,944	407	80

WAGONS (LOW-SIDED).			SPECIAL WAGONS.						Total goods vehicles.	Brake vans used indiscriminately on passenger, mixed or goods service.	Railway service vehicles (including inspection trollies).	Travelling Cranes and their dummy trucks.	Road Motor.
					Timber or rail wagons.								
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons	Wagons for explosives.	15 tons and under.	Over 15 tons.	Tank Wagons.	Miscellaneous Wagons.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27
..	..	540	20	3	..	144	59	..	4,623	10	634	18	2
28	..	7,637	..	..	281	90	16	22	11,376	279	3	23	1
514	..	13,422	1,035	28	18	50	25	99	9,757	169	657	46	..
..	164	23,092	657	9	276	415	56	15	9,967	227	87	102	—
..	17	6,297	..	4	171	163	26	9	4,909	53	177	30	—
..	223	4,347	46	3	..	..	14	..	2,469	44	102	..	—
..	..	3,451	127	12	194	6	50	567	7,602	229	246	42	..
..	2	3,115	..	—	20	..	4	..	1,047	38	129	6	3
..	..	2,221	..	2	100	10	..	7	2,555	57	34	24	1
21	..	359	..	9	37	110	92	6	4,612	204	1,061	15	..
563	406	64,481	1,885	70	1,097	988	342	725	58,917	1,310	3,130	306	7

capacity of these wagons is 2,831 tons.

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928*—concld.

C.—Goods Stock—*concld.*

Railway.	Goods vehicles.		Railway service vehicles.	Remarks.
	Number.	Total capacity in tons.		
1	2	3	4	5
2′ 6″ gauge.				
Bengal-Nagpur	1,876	29,319·7	37	
Bombay, Baroda and Central India	248	2,518·3	..	
Eastern Bengal	90	419·2	..	
Great Indian Peninsula	184	2,854·0	29	
North Western	711	8,776·0	70	
South Indian	78	765·0	..	
Total	3,187	45,152·2	136	
2′ 0″ gauge.				
Bengal-Nagpur	520	1,352·0	..	
Jodhpur	8	45·0	2	
North-Western	112	515·7	9	
Total	640	1,912·7	11	

11.—STATEMENT OF NET ADDITIONS TO OR REDUCTIONS OF EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1927-28.

H52RAR

11.—*Statement of net additions to or reductions of*

Railway.	Locomotives		Rail motors.		Steam coaches.		Electric motor coaches.		Coaching vehicles exclusively.	
	No.	Tractive effort (in lbs.).	No.	Seats.	No.	Seats.	No.	Seats.	Pass- No.	1st.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ gauge.										
Bengal-Nagpur	—63	—92,284	..	..	..	..	..	..	—198	—141
Bombay, Baroda and Central India	—14	126,167	..	..	..	..	16	1,920	—50	—208
Eastern Bengal	—8	66,759	..	..	..	..	..	..	12	—21
East Indian	—15	—42,546	..	..	..	..	..	..	130	193
Great Indian Peninsula	—82	—1,338,627	..	..	1	101	4	320	—74	—52
Madras and Southern Mahratta	..	235,680	..	..	..	..	..	..	—3	—48
Nizam's Guaranteed State	—6	—96,624	..	..	..	..	..	..	..	..
North Western	—109	—996,948	..	..	..	..	..	..	163	139
South Indian	7	176,853	..	..	..	..	..	..	29	36
Total	—290	—1,961,870	..	..	1	101	20	2,240	9	—102
3′ 3⅜″ gauge.										
Assam-Bengal	17	368,020	..	..	..	..	..	..	33	—6
Bengal and North-Western	—2	34,529	..	..	..	..	..	..	4	—9
Bombay, Baroda and Central India	2	44,217	..	..	..	..	..	..	..	..
Burma	2	164,923	..	..	..	..	..	..	68	153
Eastern Bengal	—10	148,591	..	..	..	..	..	..	—21	—138
Jodhpur	4	78,016	..	..	..	..	..	..	38	32
Madras and Southern Mahratta	—5	137,251	..	..	..	..	..	..	—40	100
Nizam's Guaranteed State	...	...	..	..	2	224	..	..	..	—24
Rohilkund and Kumaon	..	..	..	..	..	..	..	..	—1	..
South Indian	16	258,685	..	..	..	..	..	..	55	18
Total	24	1,234,232	..	..	2	224	..	..	136	126
2′ 6″ & 2′ 0″ gauges.										
Bengal-Nagpur	—19	—262,785	..	..	..	..	..	..	—32	—21
Bombay, Baroda and Central India	—3	17,638	..	..	..	..	..	..	..	..
Eastern Bengal	1	962	..	..	..	..	..	..	—2	..
Great Indian Peninsula	..	4,348	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..	..	..
North Western 2′ 6″	—2	—11,264	4	..	..	..	..	..	—2	..
North Western 2′ 0″	..	..	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..
Total	—23	—286,377	4	..	..	..	..	..	—36	—21

equipment of Class I Railways during the year 1927-28.

-CLES (EXCLUDING VEHICLES USED EX-ON RAILWAY SERVICE.)				TRAILER COACHES.				GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).					*Railway Service vehicles.*		
enger carriages.				*Electric.*		*Steam.*		*Covered wagons.*		*Open wagons.*					
Seats.			Other coaching vehicles including brake vans.	No.	Seats.	No.	Seats.	No.	Capacity (in tons).	No.	Capacity (in tons).	Other wagons including brake vans.	Passenger.	Goods.	Road Motors.
2nd.	Inter.	3rd.													
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
—504	—471	—5,840	—17	..	..	..	..	—42	—690	—277	—4,803	—164	—6	..	..
—455	..	—3,355	7	48	5,616	..	..	—41	—674	—52	392	—37	..	33	—2
114	314	1,544	5	..	..	..	..	—36	—2,952	—8	1,021	15	—7	—35	..
170	1,432	6,699	—10	..	..	..	..	—153	10,196	—1,428	—18,442	—3	—3	—52	1
—1,902	—11	3,282	—114	..	..	..	..	—96	—1,252	—882	—14,009	—988	—5	—68	4
—55	60	2,032	26	..	..	..	..	25	827	—12	701	—35	3	—3	..
..	..	..	..	..	..	..	..	..	16	40	892	..	..	3	6
254	895	17,324	9	..	..	..	..	662	17,604	266	10,945	—53	4	5	..
96	..	1,468	10	..	..	..	..	21	752	22	484	—6	—2	6	..
—2,282	2,219	23,154	—84	48	5,616	..	..	340	23,827	—2,331	—22,819	—1,271	—16	—111	9
—6	218	1,984	2	..	..	..	..	—12	—118	—31	—308	15	1	..	..
—63	201	157	..	..	..	..	..	93	1,174	60	823	4	..	3	1
..	..	..	..	..	..	..	..	..	..	..	..	..	1	33	..
296	..	4,186	4	..	..	..	..	74	4,183	—106	—597	23	..	9	..
—6	—108	—1,073	—1	..	..	..	..	..	1,397	21	278	—12	—1	—31	..
72	15	2,368	8	..	..	..	..	59	1,245	—1	91	50	5	5	..
—18	..	1,415	24	..	..	..	..	475	6,364	223	1,171	—73	1	..	..
32	..	—6	..	..	..	..	..	..	51	..	20	..	..	..	3
..	..	—48	7	..	..	..	..	50	708	—12	—96	12	1	32	..
64	30	4,424	—1	..	..	..	..	608	7,279	50	890	24	1	115	..
371	356	13,407	43	..	..	..	..	1,347	22,283	204	2,272	43	9	216	4
—9	..	—1,140	—1	..	..	..	—9	5	80	—11	76	—1	..	7	..
..	..	..	..	..	..	..	..	—2	—15	—6	—72	1	..	..	..
—4	—22	—36	..	..	..	..	..	—1	—5	..	..	..	..	..	..
..	..	..	..	..	..	..	..	17	272	14	224	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	—60	2	..	..	..	..	—1	—16	12	223	11	..	3	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	—1	..
—13	—22	—1,236	1	..	..	..	—9	18	316	9	451	11	..	9	..

12.—*Statement of Passenger Revenue Statistics*

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	Other traffic.
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	*1926-27*	*32,9*	*165,7*	*1,665,4*	*73,145,6*	*20,009,6*	*773,2*
	1927-28	31,9	169,8	1,946,3	18,979,0	21,127,0	844,5
Bombay, Baroda and Central India	*1926-27*	*255,7*	*3,981,2*	*27,2*	*53,736,2*	*58,000,3*	*2,235,2*
	1927-28	213,1	3,659,6	28,5	52,904,5	56,805,7	2,203,0
Eastern Bengal	*1926-27*	*100,7*	*430,5*	*3,234,6*	*27,644,9*	*31,410,7*	*1,122,6*
	1927-28	111,2	435,1	3,478,7	29,785,9	33,810,9	1,086,1
East Indian	*1926-27*	*91,0*	*583,4*	*3,945,4*	*64,688,9*	*69,308,7*	*2,680,6*
	1927-28	102,2	671,1	5,734,7	66,807,8	73,315,8	3,049,3
Great Indian Peninsula	*1926-27*	*147,8*	*1,911,0*	*124,0*	*57,851,5*	*60,034,3*	*2,436,8*
	1927-28	138,0	1,931,1	121,1	58,332,0	60,522,2	2,478,1
Madras and Southern Mahratta	*1926-27*	*15,3*	*139,6*	*317,9*	*23,948,9*	*24,421,7*	*1,294,0*
	1927-28	16,1	145,5	374,3	24,203,3	24,739,2	1,273,7
Nizam's Guaranteed State	*1926-27*	*5,5*	*51,5*	*Nil*	*4,352,2*	*4,409,2*	*403,0*
	1927-28	6,1	57,3	Nil	4,745,9	4,809,3	676,1
North Western (Commercial)	*1926-27*	*91,3*	*736,0*	*3,571,1*	*73,833,8*	*78,232,2*	*2,833,4*
	1927-28	95,0	712,3	3,235,6	72,645,3	76,738,2	3,216,4
Do. (Military)	*1926-27*	*10,5*	*67,8*	*132,4*	*6,925,7*	*7,136,4*	*1,807,7*
	1927-28	10,3	76,1	177,3	7,228,5	7,492,2	1,857,6
Do. (Total)	*1926-27*	*101,8*	*803,8*	*3,753,5*	*80,759,5*	*85,418,6*	*1,161,1*
	1927-28	105,3	788,4	3,462,9	79,873,8	84,230,4	1,457,4
South Indian	*1926-27*	*7,8*	*90,1*	*Nil*	*9,209,6*	*9,307,5*	*766,5*
	1927-28	7,6	91,9	Nil	9,485,1	9,584,6	875,3
TOTAL	*1926-27*	*758,5*	*8,156,8*	*13,068,0*	*340,337,3*	*362,320,6*	**12,873,0*
	1927-28	731,5	7,949,8	15,146,5	345,117,3	368,945,1	**14,003,5*
3′ 3½″ GAUGE.							
Assam Bengal	*1926-27*	*16,1*	*43,1*	*339,3*	*11,336,0*	*11,734,5*	*495,3*
	1927-28	15,9	45,3	446,3	12,252,2	12,759,7	494,4
Bengal and North-Western	*1926-27*	*14,4*	*94,8*	*238,1*	*34,152,7*	*34,500,0*	*1,550,6*
	1927-28	13,1	96,7	307,1	37,234,3	37,651,2	1,658,4
Bombay, Baroda and Central India	*1926-27*	*17,2*	*122,6*	*12,7*	*29,285,9*	*29,438,4*	*3,011,1*
	1927-28	17,4	120,6	13,7	29,105,2	29,256,9	2,948,8
Burma	*1926-27*	*92,4*	*653,7*	*Nil*	*34,839,9*	*35,586,0*	*Nil*
	1927-28	90,3	737,1	Nil	36,298,1	37,125,5	Nil
Eastern Bengal	*1926-27*	*10,6*	*57,1*	*561,4*	*12,405,7*	*13,034,8*	*1,344,7*
	1927-28	10,5	53,6	636,3	12,662,6	13,363,0	1,743,4
Jodhpur	*1926-27*	*2,4*	*19,3*	*98,7*	*2,853,8*	*2,971,7*	*408,2*
	1927-28	2,4	21,6	93,7	2,966,6	3,084,3	417,4
Madras and Southern Mahratta	*1926-27*	*10,5*	*137,7*	*49,4*	*17,711,6*	*17,909,2*	*993,4*
	1927-28	10,9	138,8	59,4	18,078,1	18,287,2	887,7
Nizam's Guaranteed State	*1926-27*	*3,8*	*49,0*	*Nil*	*5,602,1*	*5,654,9*	*219,1*
	1927-28	4,1	61,0	Nil	6,536,1	6,601,2	368,8
Rohilkund and Kumaon	*1926-27*	*5,3*	*22,1*	*49,7*	*6,159,5*	*6,236,6*	*261,5*
	1927-28	4,3	21,0	55,3	6,774,1	6,854,7	263,3
South Indian	*1926-27*	*34,6*	*393,1*	*16,9*	*41,610,8*	*42,055,4*	*1,749,5*
	1927-28	32,1	427,7	14,4	45,216,0	45,690,2	1,123,7
TOTAL	*1926-27*	*207,3*	*1,593,0*	*1,366,2*	*195,958,0*	*199,124,5*	**10,533,4*
	1927-28	201,0	1,723,4	1,626,2	207,123,3	210,673,9	**9,895,9*
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1926-27*	*2,1*	*13,1*	*101,2*	*3,393,3*	*3,509,7*	*248,2*
	1927-28	2,5	14,9	125,8	3,477,2	3,620,4	232,4
Bombay, Baroda and Central India	*1926-27*	*Nil*	*3,6*	*Nil*	*1,305,8*	*1,309,4*	*160,3*
	1927-28	Nil	3,4	Nil	1,070,0	1,073,4	143,4
Eastern Bengal	*1926-27*	*1*	*5,0*	*14,9*	*934,5*	*954,5*	*124,2*
	1927-28	2	5,9	19,5	1,033,1	1,058,7	151,9
Great Indian Peninsula	*1926-27*	*Nil*	*3,5*	*Nil*	*1,333,9*	*1,337,4*	*174,2*
	1927-28	Nil	2,9	Nil	1,118,2	1,121,1	146,3
Jodhpur (2′ 0″ GAUGE)	*1926-27*	*Nil*	*3*	*Nil*	*59,6*	*59,9*	*20,5*
	1927-28	1	3	Nil	66,1	66,5	19,3
North Western (Commercial, 2′ 6″ gauge)	*1926-27*	*7,2*	*24,1*	*39,1*	*1,035,1*	*1,105,5*	*146,0*
	1927-28	6,3	27,0	47,3	1,002,6	1,083,2	139,4
Do. (Military, 2′ 6″ gauge)	*1926-27*	*4*	*3,2*	*9*	*391,2*	*395,7*	*40,6*
	1927-28	3	3,3	9	386,5	391,0	46,3
Do. (Total, 2′ 6″ gauge)	*1926-27*	*7,6*	*27,3*	*40,0*	*1,426,3*	*1,501,2*	*139,5*
	1927-28	6,6	30,3	48,2	1,389,1	1,474,2	140,6
North Western (Military, 2′ 0″ gauge)	*1926-27*	..	..	..	*35,3*	*35,3*	..
	1927-28	..	..	..	64,4	64,4	..
South Indian	*1926-27*	*Nil*	*5*	*Nil*	*573,1*	*573,6*	*77,3*
	1927-28	Nil	4	Nil	565,1	565,5	95,1
TOTAL	*1926-27*	*9,8*	*53,3*	*156,1*	*9,061,8*	*9,281,0*	**944,2*
	1927-28	9,4	58,1	193,5	8,783,2	9,044,2	**979,0*
TOTAL CLASS I RAILWAYS	*1926-27*	*975,6*	*9,803,1*	*14,590,3*	*545,357,1*	*570,726,1*	**24,350,6*
	1927-28	941,9	9,781,3	16,966,2	561,023,8	588,663,2	**24,878,4*

of Class I Railways for the years 1926-27 and 1927-28.

Passengers carried (in hundreds.)					Passenger miles (in thousands).					Remarks.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
9	10	11	12	13	14	15	16	17	18	19
37,8	*177,5*	*1,691,3*	*18,876,2*	*20,782,8*	*8,098*	*15,978*	*63,921*	*929,022*	*1,017,019*	
37,5	183,8	1,976,4	19,773,8	21,971,5	8,493	17,090	74,875	936,392	1,036,850	
263,3	*4,019,3*	*27,2*	*55,925,7*	*60,235,5*	*10,956*	*55,553*	*2,854*	*1,155,703*	*1,225,066*	
221,4	3,701,8	28,5	55,117,0	59,068,7	10,666	55,645	3,182	1,141,743	1,211,236	
107,2	*447,1*	*3,308,7*	*28,670,3*	*32,533,3*	*5,176*	*13,321*	*79,808*	*649,610*	*747,915*	
117,6	451,7	3,543,3	30,784,4	34,897,0	6,262	14,777	73,226	708,613	802,878	
100,4	*615,3*	*4,013,3*	*67,260,3*	*71,989,3*	*18,461*	*56,856*	*208,514*	*2,868,478*	*3,152,310*	
115,2	715,3	5,842,9	69,691,7	76,365,1	22,545	76,338	273,808	3,390,220	3,762,911	
179,1	*2,129,7*	*138,1*	*60,024,2*	*62,471,1*	*25,863*	*76,317*	*21,959*	*1,951,979*	*2,076,123*	
168,5	2,148,2	139,1	60,544,5	63,000,3	27,279	89,754	22,282	1,956,432	2,095,747	
22,7	*168,7*	*327,8*	*25,196,5*	*25,715,7*	*5,158*	*15,663*	*24,736*	*773,897*	*819,454*	
24,5	175,4	385,4	25,427,6	26,012,9	5,581	18,170	26,580	803,880	854,211	
7,2	*61,0*	*Nil*	*4,744,0*	*4,812,2*	*697*	*4,334*	*Nil*	*150,192*	*155,223*	
7,9	71,9	Nil	5,405,6	5,485,4	782	4,628	Nil	156,685	162,095	
108,8	*804,6*	*3,685,0*	*76,467,2*	*81,065,6*	*17,576*	*69,253*	*180,856*	*2,820,771*	*3,088,456*	
113,5	788,0	3,432,8	75,619,3	79,953,6	19,473	78,047	181,057	2,990,442	3,269,019	
17,6	*104,6*	*268,5*	*8,603,4*	*8,944,1*	*1,861*	*6,987*	*11,589*	*276,874*	*297,311*	
17,2	115,4	251,4	8,965,8	9,349,8	1,916	8,831	12,165	319,019	341,931	
113,4	*838,9*	*3,798,5*	*81,828,9*	*86,579,7*	*19,437*	*76,240*	*192,445*	*3,097,645*	*3,385,767*	
118,1	827,6	3,544,0	81,198,1	85,687,8	21,389	86,878	193,222	3,309,461	3,610,950	
13,4	*114,7*	*Nil*	*9,945,9*	*10,074,0*	*1,909*	*8,121*	*Nil*	*266,808*	*276,838*	
13,4	115,6	Nil	10,330,9	10,459,9	1,894	8,129	Nil	289,025	299,048	
**844,5*	**8,572,2*	**13,004,9*	**352,472,0*	**375,193,6*	*95,760*	*322,384*	*594,237*	*11,843,334*	*12,855,715*	
*824,1	*8,391,3	*15,459,6	*358,273,6	*382,948,6	104,891	371,409	667,175	12,692,451	13,835,926	
18,6	*47,4*	*356,4*	*11,807,4*	*12,229,8*	*1,685*	*3,159*	*18,418*	*370,821*	*394,083*	
18,4	50,2	467,1	12,718,4	13,254,1	1,680	3,214	22,547	397,404	424,845	
15,7	*100,9*	*253,4*	*35,680,6*	*36,050,6*	*1,204*	*6,663*	*13,058*	*1,319,188*	*1,340,113*	
15,1	105,6	332,6	38,856,3	39,309,6	1,190	7,310	19,668	1,420,112	1,448,280	
26,3	*170,7*	*13,0*	*32,239,5*	*32,449,5*	*3,314*	*14,017*	*663*	*1,185,261*	*1,203,283*	
24,9	166,9	13,9	32,000,0	32,205,7	3,209	14,663	665	1,191,639	1,210,176	
92,4	*653,7*	*Nil*	*34,839,9*	*35,586,0*	*5,111*	*18,844*	*Nil*	*745,893*	*769,848*	
90,3	737,1	Nil	36,298,1	37,125,5	5,864	23,751	Nil	812,625	842,240	
17,3	*74,4*	*634,8*	*14,153,0*	*14,879,5*	*1,714*	*4,213*	*22,907*	*568,679*	*597,513*	
15,0	63,2	691,4	14,336,8	15,106,4	1,518	3,362	21,705	577,099	603,684	
4,2	*28,2*	*107,5*	*3,243,0*	*3,382,9*	*599*	*3,409*	*5,460*	*150,363*	*159,831*	
4,4	30,3	102,5	3,364,5	3,501,7	628	3,219	4,846	151,233	159,926	
12,9	*148,2*	*54,0*	*18,687,5*	*18,902,6*	*1,833*	*9,962*	*4,868*	*589,936*	*606,599*	
12,9	151,0	66,6	18,944,4	19,174,9	1,982	10,521	5,674	597,798	615,975	
4,2	*52,3*	*Nil*	*5,817,5*	*5,874,0*	*500*	*3,979*	*Nil*	*187,613*	*192,092*	
4,6	66,6	Nil	6,898,8	6,970,0	581	4,334	Nil	193,109	198,024	
7,4	*29,4*	*54,1*	*6,407,2*	*6,498,1*	*634*	*2,054*	*2,390*	*169,718*	*174,796*	
6,2	27,5	58,6	7,015,7	7,108,0	547	1,865	2,277	181,445	186,134	
47,6	*444,5*	*20,9*	*43,291,9*	*43,804,9*	*3,628*	*18,454*	*2,492*	*1,038,938*	*1,063,512*	
46,3	469,2	16,7	46,281,7	46,813,9	3,868	21,787	2,257	1,114,783	1,142,695	
**246,6*	**1,749,7*	**1,494,1*	**206,167,5*	**209,657,9*	*20,222*	*84,782*	*70,266*	*6,326,410*	*6,501,670*	
*238,1	*1,867,6	*1,749,4	*216,714,7	*220,569,8	21,067	94,026	79,639	6,637,247	6,831,979	
3,3	*18,7*	*115,3*	*3,620,6*	*3,757,9*	*197*	*1,043*	*4,187*	*119,285*	*124,712*	
3,7	20,0	139,2	3,739,9	3,902,8	195	1 118	4,979	120,735	127,027	
Nil	*4,4*	*Nil*	*1,465,3*	*1,469,7*	*Nil*	*109*	*Nil*	*21,393*	*21,502*	
N	4,1	Nil	1,212,7	1,216,8	Nil	98	Nil	17,391	17,489	
3	*6,5*	*22,6*	*1,049,3*	*1,078,7*	*3*	*83*	*227*	*9,989*	*10,302*	
4	7,3	26,7	1,176,2	1,210,6	4	89	278	10,974	11,345	
Nil	*4,0*	*Nil*	*1,507,6*	*1,511,6*	*Nil*	*93*	*Nil*	*29,331*	*29,424*	
Nil	3,4	Nil	1,264,0	1,267,4	Nil	82	Nil	24,628	24,710	
1	*4*	*Nil*	*79,9*	*80,4*	*1*	*6*	*Nil*	*1,090*	*1,097*	
1	4	Nil	85,3	85,8	2	6	Nil	1,130	1,138	
10,8	*34,0*	*47,1*	*1,159,6*	*1,251,5*	*552*	*1,333*	*1,470*	*30,932*	*34,317*	
9,5	37,2	55,2	1,120,7	1,222,6	507	1,507	1,567	29,990	33,571	
6	*3,9*	*1,5*	*430,3*	*436,3*	*27*	*156*	*60*	*12,497*	*12,740*	
5	4,7	1,6	430,5	437,3	22	168	70	12,187	12,447	
11,1	*36,9*	*48,1*	*1,544,6*	*1,640,7*	*609*	*1,489*	*1,530*	*43,429*	*47,057*	
9,7	40,6	56,3	1,508,2	1,614,8	529	1,675	1,637	42,177	46,018	
..	..	..	*35,3*	*35,3*	..	..	..	*906*	*906*	
..	..	..	64,4	64,4	..	..	..	1,333	1,333	
Nil	*9*	*Nil*	*650,0*	*650,9*	*Nil*	*28*	*Nil*	*11,000*	*11,028*	
Nil	7	Nil	659,9	660,6	Nil	21	Nil	11,357	11,378	
**14,8*	**71,8*	**186,0*	**9,952,6*	**10,225,2*	*810*	*2,851*	*5,944*	*236,423*	*246,028*	
*13,9	*76,5	*222,2	*9,710,6	*10,023,2	730	3,089	6,894	229,725	240,438	
**1,105,9*	**10,393,7*	**14,985,0*	**568,592,1*	**595,076,7*	*116,792*	*410,017*	*670,437*	*18,406,167*	*19,603,413*	
*1,076,1	*10,335,4	*17,431,2	*584,698,9	*613,541,6	126,688	468,524	763,708	19,559,423	20,908,343	

**Columns 8 to 13*—In these totals passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

12.—*Statement of Passenger Revenue Statistics*

Railway.	Year.	Average number of miles a passenger was carried.				
		1st.	2nd.	Inter.	3rd.	Total.
20	21	22	23	24	25	26
5′ 6″ GAUGE.						
Bengal-Nagpur	*1926-27*	*214·0*	*90·0*	*37·8*	*49·2*	*48·9*
	1927-28	226·3	93·0	37·9	47·4	47·2
Bombay, Baroda and Central India	*1926-27*	*41·6*	*13·8*	*104·9*	*20·7*	*20·3*
	1927-28	48·2	15·0	111·5	20·7	20·5
Eastern Bengal	*1926-27*	*48·3*	*29·8*	*24·1*	*22·7*	*23·0*
	1927-28	53·2	32·7	20·7	23·0	23·0
East Indian	*1926-27*	*183·9*	*92·4*	*52·0*	*42·6*	*43·8*
	1927-28	195·7	106·7	46·9	48·6	49·3
Great Indian Peninsula	*1926-27*	*144·5*	*35·8*	*159·0*	*32·5*	*33·2*
	1927-28	161·8	41·8	160·1	32·3	33·3
Madras and Southern Mahratta	*1926-27*	*226·7*	*92·9*	*75·5*	*30·7*	*31·9*
	1927-28	228·1	103·6	69·0	31·6	32·8
Nizam's Guaranteed State	*1926-27*	*96·4*	*71·1*	*Nil*	*31·7*	*32·3*
	1927-28	99·6	65·1	Nil	28·9	29·5
North Western (Commercial)	*1926-27*	*161·6*	*86·1*	*49·1*	*36·9*	*38·1*
	1927-28	171·6	99·1	52·7	39·6	40·9
Do. (Military)	*1926-27*	*106·0*	*66·8*	*43·2*	*32·2*	*33·1*
	1927-28	111·4	76·6	48·4	35·6	36·6
Do. (Total)	*1926-27*	*171·4*	*90·9*	*50·7*	*37·9*	*39·1*
	1927-28	181·2	105·0	54·5	40·8	42·1
South Indian	*1926-27*	*141·9*	*70·8*	*Nil*	*26·8*	*27·5*
	1927-28	141·1	70·3	Nil	28·0	28·6
TOTAL	*1926-27*	**111·4*	**37·6*	**44·7*	**33·6*	**34·3*
	1927-28	*127·3	*44·3	*43·2	*35·4	*36·1
3′ 3¾″ GAUGE.						
Assam Bengal	*1926-27*	*90·5*	*66·6*	*51·7*	*31·4*	*32·2*
	1927-28	91·3	64·1	48·3	31·2	32·1
Bengal and North-Western	*1926-27*	*76·7*	*66·0*	*51·5*	*37·0*	*37·2*
	1927-28	78·6	69·2	59·1	36·6	36·8
Bombay, Baroda and Central India	*1926-27*	*126·2*	*82·3*	*51·1*	*36·8*	*37·1*
	1927-28	129·1	87·8	47·7	37·2	37·6
Burma	*1926-27*	*55·3*	*28·8*	*Nil*	*21·4*	*21·6*
	1927-28	64·9	32·2	Nil	22·4	22·7
Eastern Bengal	*1926-27*	*98·9*	*56·6*	*36·1*	*40·2*	*40·2*
	1927-28	101·4	53·2	31·4	40·3	40·0
Jodhpur	*1926-27*	*141·0*	*121·1*	*50·8*	*46·4*	*47·3*
	1927-28	143·5	106·1	47·3	45·0	44·7
Madras and Southern Mahratta	*1926-27*	*142·4*	*67·2*	*90·1*	*31·6*	*32·1*
	1927-28	153·5	69·7	85·2	31·6	32·1
Nizam's Guaranteed State	*1926-27*	*118·5*	*76·1*	*Nil*	*32·2*	*32·7*
	1927-28	125·4	65·1	Nil	27·1	28·4
Rohilkund & Kumaon	*1926-27*	*85·7*	*69·9*	*44·2*	*26·5*	*26·9*
	1927-28	87·4	67·9	38·9	25·9	26·2
South Indian	*1926-27*	*76·5*	*41·6*	*119·3*	*24·0*	*24·3*
	1927-28	83·6	46·4	135·1	24·1	24·4
TOTAL	*1926-27*	**82·0*	**48·5*	**47·0*	**30·7*	**31·0*
	1927-28	*88·5	*50·3	*45·5	*30·6	*31·0
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1926-27*	*59·5*	*55·6*	*36·3*	*32·9*	*33·2*
	1927-28	*52·6*	55·8	35·8	32·3	32·5
Bombay, Baroda and Central India	*1926-27*	*Nil*	*24·7*	*Nil*	*14·6*	*14·6*
	1927-28	Nil	23·8	Nil	14·3	14·4
Eastern Bengal	*1926-27*	*9·78*	*12·7*	*10·0*	*9·52*	*9·55*
	1927-28	11·5	12·1	10·4	9·33	9·37
Great Indian Peninsula	*1926-27*	*Nil*	*22·9*	*Nil*	*19·5*	*19·5*
	1927-28	Nil	24·1	Nil	19·5	19·5
Jodhpur (2′ 0″ gauge)	*1926-27*	*20·7*	*16·6*	*Nil*	*13·6*	*13·6*
	1927-28	20·5	15·0	Nil	13·3	13·3
North Western (Commercial, 2′ 6″ gauge)	*1926-27*	*54·0*	*39·2*	*31·2*	*26·7*	*27·4*
	1927-28	53·5	40·5	28·4	26·8	27·5
Do. (Military, 2′ 6″ gauge)	*1926-27*	*44·0*	*39·6*	*41·3*	*29·0*	*29·2*
	1927-28	42·3	36·0	44·2	28·3	28·5
Do. (Total, 2′ 6″ gauge)	*1926-27*	*54·8*	*40·4*	*31·8*	*28·1*	*28·7*
	1927-28	54·4	41·3	29·1	28·0	28·5
North Western (Military, 2′ 0″ gauge)	*1926-27*	..	..	..	*25·7*	*25·7*
	1927-28	..	42·0	..	20·7	20·7
Touth Indian	*1926-27*	*Nil*	*31·7*	*Nil*	*16·9*	*16·9*
	1927-28	Nil	29·3	Nil	17·2	17·2
TOTAL	*1926-27*	**54·7*	**39·7*	**32·0*	**23·8*	**24·1*
	1927-28	*51·4	*40·5	*31·0	*23·7	*24·0
TOTAL CLASS I RAILWAYS	*1926-27*	**105·6*	**39·4*	**44·7*	**32·4*	**32·9*
	1927-28	*117·7	*45·3	*43·2	*33·5	*34·1

of Class I Railways for the years 1926-27 and 1927-28—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Remarks.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
27	28	29	30	31	32	33	34	35	36	37
Rs.	Rs.	Rs.	Rs.	Rs.						
8,47	*8,03*	*15,67*	*1,62,46*	*1,94,63*	*20·1*	*9·65*	*4·71*	*3·36*	*3·67*	
8,56	8,49	17,35	1,69,31	2,03,71	19·3	9·53	4·45	3·47	3·77	
8,37	*18,39*	*87*	*1,83,86*	*2,11,49*	*14·7*	*6·35*	*5·87*	*3·05*	*3·31*	
8,03	18,87	95	1,81,22	2,09,07	14·4	6·51	5·75	3·04	3·31	
5,41	*7,09*	*17,26*	*1,13,41*	*1,43,17*	*20·1*	*10·2*	*4·15*	*3·35*	*3·68*	
5,72	7,66	15,52	1,24,99	1,53,89	17·5	9·94	4·06	3·37	3·67	
18,22	*25,04*	*44,97*	*4,91,72*	*5,79,95*	*19·0*	*8·46*	*4·14*	*3·29*	*3·53*	
17,43	27,55	53,13	5,19,93	6,18,04	14·8	6·93	3·73	2·94	3·15	
23,81	*31,71*	*7,79*	*3,63,11*	*4,26,42*	*17·7*	*7·98*	*6·81*	*3·57*	*3·94*	
24,01	32,25	7,87	3,63,92	4,28,05	16·9	6·89	6·78	3·57	3·92	
5,42	*7,97*	*6,40*	*1,39,26*	*1,59,05*	*20·2*	*9·77*	*4·97*	*3·45*	*3·73*	
5,42	8,78	6,88	1,42,61	1,63,69	18·6	9·27	4·97	3·41	3·68	
58	*1,81*	*Nil*	*24,31*	*26,70*	*15·9*	*8·01*	*Nil*	*3·11*	*3·30*	
64	1,93	Nil	25,24	27,81	15·8	7·99	Nil	3·40	3·29	
16,73	*29,49*	*44,94*	*4,93,40*	*5,84,56*	*18·3*	*8·18*	*4·77*	*3·36*	*3·63*	
14,16	28,75	42,54	4,96,53	5,81,98	14·0	7·07	4·51	3·19	3·42	
1,75	*2,84*	*2,89*	*48,35*	*55,83*	*18·1*	*7·79*	*4·79*	*3·35*	*3·61*	
1,39	3,05	2,87	53,13	60,44	13·9	6·63	4·53	3·20	3·39	
18,48	*32,33*	*47,83*	*5,41,75*	*6,40,39*	*18·3*	*8·14*	*4·77*	*3·36*	*3·63*	
15,55	31,80	45,41	5,49,66	6,42,42	14·0	7·03	4·51	3·19	3·42	
2,05	*3,98*	*Nil*	*49,22*	*55,25*	*20·6*	*9·42*	*Nil*	*3·54*	*3·83*	
2,02	4,06	Nil	52,64	58,72	20·4	9·57	Ni	3·50	3·77	
90,81	*1,36,35*	*1,40,79*	*20,69,10*	*24,37,05*	*18·2*	*8·12*	*4·55*	*3·35*	*3·64*	
87,38	1,41,39	1,47,11	21,29,52	25,05,40	15·9	7·31	4·23	3·22	3·48	
2,30	*2,08*	*3,97*	*73,11*	*81,46*	*26·4*	*12·7*	*4·13*	*3·78*	*3·97*	
2,28	2,11	4,83	78,57	87,79	26·3	12·7	4·12	3·80	3·97	
1,11	*2,92*	*3,03*	*1,71,28*	*1,78,34*	*17·6*	*8·43*	*4·46*	*2·49*	*2·56*	
1,05	3,01	3,71	1,73,85	1,81,62	17·1	7·92	3·62	2·35	2·41	
3,28	*7,50*	*16*	*2,02,65*	*2,13,59*	*19·0*	*10·2*	*4·73*	*3·28*	*3·41*	
3,22	7,67	17	2,03,43	2,14,49	19·3	10·0	4·82	3·27	3·40	
4,84	*8,49*	*Nil*	*1,39,36*	*1,52,59*	*18·2*	*8·65*	*Nil*	*3·58*	*3·81*	
5,12	9,81	Nil	1,48,47	1,63,40	16·8	7·96	Nil	3·51	3·73	
1,81	*2,26*	*4,95*	*98,87*	*1,07,89*	*20·3*	*10·3*	*4·15*	*3·34*	*3·47*	
1,39	1,75	4,62	1,01,88	1,09,64	17·5	9·88	4·05	3·35	3·45	
65	*1,94*	*1,45*	*31,95*	*35,99*	*20·9*	*10·9*	*5·11*	*4·08*	*4·32*	
75	1,97	1,29	31,98	35,99	23·1	11·7	5·09	4·06	4·32	
1,87	*5,26*	*1,26*	*1,06,23*	*1,14,62*	*19·6*	*10·1*	*4·99*	*3·46*	*3·63*	
1,96	5,37	1,47	1,06,98	1,15,78	19·0	9·80	4·98	3·44	3·61	
42	*1,65*	*Nil*	*29,16*	*31,23*	*16·0*	*7·97*	*Nil*	*2·98*	*3·12*	
46	1,75	Nil	29,53	31,74	15·4	7·74	Nil	2·93	3·08	
84	*1,20*	*56*	*24,28*	*26,83*	*25·4*	*11·2*	*4·50*	*2·75*	*2·95*	
73	1,11	57	25,33	28,24	25·6	11·4	4·83	2·73	2·91	
5,11	*10,00*	*1,06*	*1,91,62*	*2,07,79*	*25·3*	*9·70*	*8·13*	*3·48*	*3·67*	
4,96	10,86	97	2,01,28	2,18,07	22·8	8·87	8·24	3·40	3·58	
22,23	*43,30*	*16,44*	*10,68,41*	*11,50,38*	*21·1*	*9·81*	*4·49*	*3·24*	*3·40*	
21,92	45,41	17,63	11,01,80	11,86,76	20·0	9·27	4·25	3·19	3·33	
21	*56*	*1,02*	*21,75*	*23,54*	*20·4*	*10·2*	*4·68*	*3·50*	*3·62*	
19	52	1,07	21,57	23,35	19·0	8·90	4·10	3·43	3·53	
Nil	*10*	*Nil*	*5,00*	*5,10*	*Nil*	*17·5*	*Nil*	*4·49*	*4·55*	
Nil	9	Nil	4,06	4,15	Nil	17·8	Nil	4·48	4·55	
..	*5*	*5*	*1,82*	*1,92*	*20·4*	*11·2*	*4·12*	*3·49*	*3·58*	
..	6	6	2,09	2,21	18·1	13·0	4·10	3·66	3·75	
Nil	*9*	*Nil*	*7,63*	*7,72*	*Nil*	*17·8*	*Nil*	*5·00*	*5·04*	
Nil	7	Nil	6,41	6,48	Nil	17·2	Nli	5·00	5·04	
Nil	*1*	*Nil*	*34*	*35*	*35·9*	*18·0*	*Nil*	*6·01*	*6·10*	
..	1	..	35	36	36·0	18·0	..	6·00	6·11	
1,80	*1,63*	*1,04*	*11,04*	*15,51*	*59·5*	*23·6*	*13·5*	*6·35*	*8·68*	
1,27	1,22	83	9,80	13,12	48·1	15·5	10·2	6·27	7·50	
4	*7*	*2*	*2,56*	*2,69*	*24·8*	*9·06*	*7·96*	*3·93*	*4·06*	
2	7	3	2,49	2,61	19·4	8·16	8·29	3·92	4·03	
1,84	*1,70*	*1,06*	*13,60*	*18,20*	*57·9*	*22·0*	*13·3*	*6·01*	*7·43*	
1,29	1,29	86	12,29	15,73	46·9	14·8	10·1	5·89	6·56	
..	..	..	*28*	*28*	..	..	..	*5·94*	*5·94*	
..	..	..	27	27	..	4·57	..	3·82	3·82	
Nil	*2*	*Nil*	*1,97*	*1,99*	*Nil*	*13·8*	*Nil*	*3·44*	*3·47*	
Nil	2	Nil	2,01	2,03	Nil	13·3	Nil	3·40	3·42	
2,05	*2,53*	*2,13*	*52,39*	*59,10*	*48·6*	*17·0*	*6·88*	*4·25*	*4·61*	
1,48	2,06	1,99	49,05	54,58	38·3	12·8	5·84	4·10	4·36	
1,15,09	*1,82,18*	*1,59,36*	*31,89,90*	*36,46,53*	*18·9*	*8·53*	*4·56*	*3·33*	*3·57*	
1,10,78	1,88,86	1,66,73	32,80,37	37,46,74	16·8	7·74	4·25	3·22	3·44	

Columns 22 to 26.— In these totals passengers travelling over two or more railways or two or more gauges on the same railway, are considered as having made two or more separate journeys.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Tons originating (whether local or foreign).					Other traffic.
		General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.	
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal-Nagpur	*1926-27*	*5,078*	*5,333*	*589*	*411*	*11,411*	*1,283*
	1927-28	5,847	6,118	786	432	13,183	1,513
Bombay, Baroda and Central India	*1926-27*	*2,556*	*11*	*1*	*280*	*2,848*	*1,747*
	1927-28	2,581	13	24	405	3,023	1,746
Eastern Bengal	*1926-27*	*2,057*	*25*	*10*	*783*	*2,875*	*3,198*
	1927-28	2,059	26	6	566	2,657	3,378
East Indian	*1926-27*	*5,087*	*10,945*	*1,549*	*1,160*	*18,741*	*3,235*
	1927-28	5,455	11,353	1,728	1,365	19,901	3,341
Great Indian Peninsula	*1926-27*	*5,401*	*568*	*177*	*1,666*	*7,812*	*3,713*
	1927-28	5,887	494	188	1,771	8,340	4,054
Madras and Southern Mahratta	*1926-27*	*1,786*	*101*	*117*	*245*	*2,249*	*1,646*
	1927-28	1,936	85	134	320	2,475	1,753
Nizam's Guaranteed State	*1926-27*	*498*	*452*	*114*	*105*	*1,169*	*314*
	1927-28	462	496	120	37	1,115	291
North Western (Commercial)	*1926-27*	*3,060*	*536*	*148*	*3,691*	*12,435*	*3,517*
	1927-28	8,585	442	167	1,884	11,078	3,884
Do. Do. (Military)	*1926-27*	*1,177*	*79*	*14*	*518*	*1,788*	*359*
	1927-28	1,095	63	25	234	1,417	1,0 24
Do. Do. (Total)	*1926-27*	*9,237*	*615*	*162*	*4,209*	*14,223*	*3,023*
	1927-28	9,680	505	192	2,118	12,495	3,103
South Indian	*1926-27*	*529*	*24*	*56*	*139*	*748*	*683*
	1927-28	669	31	96	301	1,097	653
TOTAL	*1926-27*	*32,229*	*18,074*	*2,775*	*8,998*	*62,076*	†*18,842*
	1927-28	34,576	19,121	3,274	7,315	64,286	†19,832
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1926-27*	*831*	*78*	*47*	*45*	*1,001*	*393*
	1927-28	1,026	70	63	80	1,239	404
Bengal and North-Western	*1926-27*	*	*	*	*	*2,354*	*1,053*
	1927-28	2,213	4	44	164	2,425	1,142
Bombay, Baroda and Central India	*1926-27*	*1,515*	*2*	*10*	*375*	*1,902*	*2,009*
	1927-28	1,685	2	12	299	1,998	1,855
Burma	*1926-27*	*3,563*	*65*	*190*	*1,206*	*5,024*	*Nil*
	1927-28	3,801	104	345	1,244	5,494	Nil
Eastern Bengal	*1926-27*	*1,156*	*4*	*18*	*400*	*1,578*	*1,220*
	1927-28	1,014	3	22	206	1,245	1,269
Jodhpur	*1926-27*	*293*	*Nil*	*Nil*	*103*	*396*	*325*
	1927-28	331	4	1	82	418	332
Madras and Southern Mahratta	*1926-27*	*1,478*	*84*	*193*	*183*	*1,938*	*650*
	1927-28	1,610	81	148	278	2,117	768
Nizam's Guaranteed State	*1926-27*	*386*	*Nil*	*2*	*50*	*438*	*159*
	1927-28	328	Nil	2	77	407	200
Rohilkund and Kumaon	*1926-27*	*726*	*1*	*Nil*	*171*	*898*	*118*
	1927-28	613	159	40	97	909	122
South Indian	*1926-27*	*2,121*	*130*	*199*	*730*	*3,180*	*391*
	1927-28	2,931	144	216	605	3,896	382
TOTAL	*1926-27*	*12,069*	*364*	*659*	*3,263*	*18,709*	†*6,318*
	1927-28	15,552	571	893	3,132	20,148	†6,474
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1926-27*	*468*	*98*	*48*	*101*	*715*	*137*
	1927-28	532	93	50	88	763	158
Bombay, Baroda and Central India	*1926-27*	*131*	*Nil*	*Nil*	*3*	*134*	*56*
	1927-28	150	Nil	Nil	2	152	60
Eastern Bengal	*1926-27*	*13*	*Nil*	*Nil*	*2*	*15*	*11*
	1927-28	16	Nil	Nil	3	19	12
Great Indian Peninsula	*1926-27*	*107*	*Nil*	*Nil*	*19*	*126*	*91*
	1927-28	117	Nil	Nil	34	151	101
Jodhpur (2′ 0″ GAUGE)	*1926-27*	*3*	*Nil*	*Nil*	*Nil*	*3*	*4*
	1927-28	6	Nil	Nil	Nil	6	3
North Western (Commercial, 2′ 6″ gauge)	*1926-27*	*135*	*20*	*8*	*20*	*183*	*114*
	1927-28	135	17	10	16	178	110
Do. Do. (Military, 2′ 6″ gauge)	*1926-27*	*61*	*1*	*1*	*13*	*76*	*38*
	1927-28	56	1	2	12	71	44
Do. Do. (Total, 2′ 6″ gauge)	*1926-27*	*196*	*21*	*9*	*33*	*259*	*127*
	1927-28	191	18	12	28	249	130
North Western (Military, 2′ 0″ gauge)	*1926-27*	*10*	*Nil*	*Nil*	*1*	*11*	*Nil*
	1927-28	10	1	Nil	Nil	11	Nil
South Indian	*1926-27*	*24*	*4*	*Nil*	*4*	*32*	*18*
	1927-28	27	6	Nil	5	38	23
TOTAL	*1926-27*	*952*	*123*	*57*	*163*	*1,295*	†*444*
	1927-28	1,049	118	62	160	1,389	†486
TOTAL CLASS I RAILWAYS	*1926-27*	*45,250*	*18,561*	*3,491*	*12,424*	*82,080*	†*25,604*
	1927-28	51,177	19,810	4,229	10,607	85,823	†26,792

* Information not

† Columns 8 to 13—In these totals consignments passing over two or more railways or two or more gauges on the same railway

for the years 1926-27 and 1927-28 (In thousands).

Tons carried.							Net ton miles.				
General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.	Tons terminating.	Tons of cross traffic.	General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.
9	10	11	12	13	14	15	16	17	18	19	20
5,892	*5,790*	*592*	*420*	*12,694*	*9,321*	*228*	*1,155,866*	*1,083,012*	*132,055*	*18,607*	*2,389,540*
6,782	6,678	789	447	14,696	10,846	299	1,305,276	1,194,161	180,646	26,239	2,706,322
3,603	*456*	*372*	*264*	*4,595*	*3,515*	*236*	*626,878*	*178,562*	*113,028*	*16,730*	*935,198*
3,565	473	322	409	4,769	3,564	260	680,437	176,140	81,023	24,324	961,924
3,393	*1,578*	*272*	*330*	*6,073*	*4,672*	*862*	*351,730*	*112,769*	*38,432*	*28,527*	*531,458*
3,437	1,611	309	678	6,035	4,570	853	379,216	120,044	45,069	32,880	577,209
7,404	*11,863*	*1,549*	*1,160*	*21,976*	*13,786*	*1,116*	*1,880,096*	*3,594,297*	*421,212*	*117,245*	*6,012,850*
7,598	12,551	1,728	1,365	23,242	15,131	1,105	1,833,399	3,853,989	458,838	140,344	6,286,570
7,646	*1,317*	*896*	*1,666*	*11,525*	*9,163*	*791*	*1,789,833*	*543,107*	*348,052*	*67,734*	*2,748,726*
8,122	1,358	1,142	1,772	12,394	9,844	808	1,964,417	525,517	454,519	61,812	3,006,265
2,899	*354*	*392*	*250*	*3,895*	*2,818*	*322*	*546,866*	*119,263*	*49,271*	*16,395*	*731,795*
3,144	394	367	323	4,228	3,070	327	580,851	139,602	45,050	29,284	794,787
810	*463*	*114*	*106*	*1,483*	*672*	*127*	*103,959*	*58,645*	*13,935*	*2,823*	*179,361*
746	498	120	42	1,406	573	105	98,188	73,405	14,792	1,187	187,572
9,580	*1,409*	*1,192*	*3,771*	*15,952*	*13,868*	*	*1,780,811*	*337,458*	*334,527*	*193,648*	*2,646,444*
10,220	1,392	1,267	2,083	14,962	13,117	*	1,948,869	346,446	404,139	162,316	2,861,770
1,732	*223*	*118*	*574*	*2,647*	*2,005*	*	*149,862*	*26,195*	*15,733*	*39,697*	*231,487*
1,773	202	164	302	2,441	1,521	*	160,809	23,078	22,491	21,997	228,375
10,332	*1,463*	*1,205*	*4,246*	*17,246*	*15,873*	*71*	*1,930,673*	*363,653*	*350,260*	*233,345*	*2,877,931*
10,638	1,406	1,291	2,263	15,598	14,638	67	2,109,678	369,524	426,630	184,313	3,090,145
1,138	*46*	*102*	*145*	*1,431*	*1,009*	*49*	*140,182*	*3,054*	*8,093*	*7,742*	*159,071*
1,249	53	140	308	1,750	1,249	52	140,786	3,374	10,017	11,218	165,395
†*43,017*	†*23,320*	†*5,494*	†*9,087*	†*80,918*	*60,329*	*3,801*	*8,526,083*	*6,056,362*	*1,474,338*	*509,153*	*16,565,936*
†45,281	†25,022	†6,208	†7,607	†84,118	63,485	3,876	9,092,248	6,455,756	1,716,584	511,601	17,776,189
1,053	*200*	*94*	*47*	*1,394*	*1,137*	*34*	*163,646*	*25,997*	*10,614*	*3,639*	*203,896*
1,275	193	86	89	1,643	1,370	31	204,149	23,490	11,862	6,358	245,859
2,660	*335*	*237*	*175*	*3,407*	*2,594*	*67*	*385,405*	*40,025*	*34,124*	*13,758*	*473,312*
2,814	326	263	164	3,567	2,736	61	429,721	40,855	41,309	11,655	523,540
2,966	*290*	*287*	*368*	*3,911*	*2,403*	*517*	*566,075*	*66,469*	*78,006*	*33,848*	*744,393*
2,979	335	233	306	3,853	2,356	612	568,416	68,757	62,350	34,403	733,926
3,563	*65*	*190*	*1,206*	*5,024*	*5,024*	*Nil*	*557,413*	*35,559*	*25,404*	*65,056*	*683,432*
3,801	104	345	1,244	5,494	5,494	*Nil*	619,594	51,812	46,759	82,947	801,112
1,903	*334*	*137*	*419*	*2,793*	*1,621*	*502*	*180,550*	*48,748*	*13,399*	*19,749*	*262,446*
1,819	314	144	237	2,514	1,319	526	187,000	40,986	14,801	19,913	262,700
565	*7*	*36*	*113*	*721*	*433*	*130*	*90,058*	*1,701*	*5,022*	*5,457*	*106,238*
595	13	54	88	750	485	151	100,668	2,349	11,421	4,781	119,219
2,090	*116*	*193*	*189*	*2,588*	*1,929*	*94*	*388,308*	*9,515*	*66,338*	*12,307*	*476,468*
2,315	134	148	288	2,885	2,117	122	439,424	14,599	47,298	27,685	529,006
485	*36*	*25*	*51*	*597*	*332*	*5*	*66,667*	*5,406*	*4,656*	*1,107*	*77,836*
452	47	30	78	607	365	4	66,695	8,294	6,176	1,554	82,719
519	*25*	*46*	*126*	*1,016*	*784*	*2*	*79,025*	*1,425*	*2,102*	*7,177*	*89,729*
714	180	40	97	1,031	757	1	67,451	20,118	1,315	5,669	94,553
2,487	*142*	*198*	*744*	*3,571*	*3,279*	*Nil*	*272,999*	*9,936*	*18,858*	*36,620*	*338,413*
3,282	160	220	616	4,278	3,958	*Nil*	305,488	12,425	10,735	28,940	366,588
†*18,596*	†*1,550*	†*1,443*	†*3,438*	†*25,027*	*19,586*	*1,351*	*2,750,146*	*244,781*	*261,523*	*198,718*	*3,455,168*
†20,046	†1,806	†1,563	†3,207	†26,622	20,957	1,508	2,988,606	283,685	263,026	223,905	3,759,222
580	*122*	*48*	*102*	*852*	*566*	*3*	*30,168*	*10,432*	*6,315*	*4,298*	*51,213*
664	125	53	9	921	562	8	29,816	10,177	6,754	4,129	50,876
181	*4*	*2*	*3*	*190*	*73*	*3*	*3,535*	*117*	*109*	*92*	*3,853*
202	5	2	3	212	73	4	4,606	174	54	43	4,877
22	*1*	*Nil*	*3*	*26*	*15*	*Nil*	*299*	*21*	*Nil*	*15*	*335*
26	2	*Nil*	3	31	10	*Nil*	394	19	*Nil*	58	471
178	*20*	*Nil*	*19*	*217*	*124*	*Nil*	*6,498*	*605*	*Nil*	*284*	*7,387*
198	21	*Nil*	33	252	145	*Nil*	7,353	687	*Nil*	448	8,488
7	*Nil*	*Nil*	*Nil*	*7*	*4*	*Nil*	*95*	*5*	*Nil*	*2*	*102*
8	*Nil*	*Nil*	*Nil*	8	6	*Nil*	129	8	*Nil*	1	138
226	*33*	*12*	*26*	*297*	*187*	*	*10,193*	*1,340*	*494*	*536*	*12,563*
222	33	11	22	288	182	*	9,670	1,324	431	515	11,940
33	*5*	*4*	*17*	*114*	*89*	*Nil*	*3,560*	*242*	*198*	*448*	*4,448*
87	5	4	19	115	90	*	4,172	267	222	749	5,410
297	*36*	*13*	*40*	*386*	*276*	*Nil*	*13,753*	*1,582*	*692*	*984*	*17,011*
294	34	12	39	379	272	*	13,842	1,591	653	1,264	17,350
10	*Nil*	*Nil*	*1*	*11*	*11*	*Nil*	*365*	*15*	*6*	*25*	*411*
10	1	*Nil*	*Nil*	11	11	*	325	18	8	15	366
42	*4*	*Nil*	*4*	*50*	*24*	*Nil*	*1,363*	*116*	*Nil*	*319*	*1,798*
48	6	2	5	61	32	*Nil*	1,700	195	39	183	2,117
†*1,317*	†*187*	†*63*	†*172*	†*1,739*	*1,093*	*6*	*56,076*	*12,893*	*7,122*	*6,019*	*82,110*
†1,440	†193	†69	†173	†1,875	1,111	12	58,165	12,869	7,508	6,141	84,682
†*62,930*	†*25,057*	†*7,000*	†*12,697*	†*107,684*	*81,508*	*5,158*	*11,332,305*	*6,314,036*	*1,742,983*	*713,890*	*20,103,214*
†66,767	†27,021	†7,840	†10,987	†112,615	85,553	5,396	12,139,019	6,752,310	1,987,118	741,647	21,620,094

available.

are considered as two or more separate consignments

13.—*Statement of Goods Revenue Statistics of Class I*

Railway.	Year.	Average miles a ton of goods was carried.				
		General merchandise including live stock.	Fuel for the public, foreign railways and Home line construction.	Fuel on revenue account.	Other Revenue stores.	Total.
21	22	23	24	25	26	27
5′ 6″ GAUGE.						
Bengal-Nagpur	*1926-27*	*196·2*	*187·0*	*222·9*	*44·3*	*188·2*
	1927-28	192·5	180·0	228·9	58·7	184·7
Bombay, Baroda and Central India	*1926-27*	*179·0*	*392·0*	*304·0*	*63·0*	*204·0*
	1927-28	191·0	372·0	252·0	59·0	202·0
Eastern Bengal	*1926-27*	*103·7*	*71·5*	*141·3*	*34·4*	*87·5*
	1927-28	110·3	74·5	146·0	48·5	95·6
East Indian	*1926-27*	*253·9*	*303·0*	*271·9*	*101·1*	*273·6*
	1927-28	243·4	307·1	265·5	110·1	272·3
Great Indian Peninsula	*1926-27*	*234·1*	*412·3*	*388·6*	*40·7*	*238·5*
	1927-28	241·9	387·0	397·9	34·9	242·6
Madras and Southern Mahratta	*1926-27*	*183·6*	*337·1*	*125·6*	*65·6*	*187·9*
	1927-28	184·8	354·4	122·5	90·6	191·3
Nizam's Guaranteed State	*1926-27*	*128·2*	*129·5*	*122·4*	*26·6*	*120·9*
	1927-28	131·5	147·5	123·5	28·2	133·4
North Western (Commercial)	*1926-27*	*185·9*	*239·5*	*280·8*	*51·4*	*165·9*
	1927-28	202·1	248·9	319·9	87·2	200·8
Do. (Military)	*1926-27*	*86·5*	*117·2*	*133·4*	*69·2*	*87·5*
	1927-28	100·0	114·5	137·3	80·5	101·6
Do. (Total)	*1926-27*	*186·9*	*248·5*	*290·8*	*55·0*	*166·9*
	1927-28	211·3	262·8	331·4	91·6	210·3
South Indian	*1926-27*	*123·2*	*66·6*	*78·9*	*63·5*	*111·2*
	1927-28	112·7	64·4	71·4	36·4	94·5
TOTAL	*1926-27*	**198·2*	**259·7*	**268·4*	**56·0*	**204·7*
	1927-28	*200·8	*258·0	*276·5	*67·3	*211·3
3′ 3¾″ GAUGE.						
Assam-Bengal	*1926-27*	*155·5*	*130·0*	*112·3*	*77·8*	*146·3*
	1927-28	160·0	121·6	137·9	85·0	150·9
Bengal and North-Western	*1926-27*	*144·9*	*119·5*	*144·2*	*78·5*	*138·9*
	1927-28	152·7	125·1	157·0	71·2	147·6
Bombay, Baroda and Central India	*1926-27*	*191·0*	*229·0*	*272·0*	*92·0*	*190·0*
	1927-28	191·0	205·0	268·0	112·0	190·0
Burma	*1926-27*	*156·4*	*548·5*	*133·5*	*54·0*	*136·0*
	1927-28	163·0	498·4	135·5	66·7	145·8
Eastern Bengal	*1926-27*	*94·6*	*146·1*	*97·7*	*47·1*	*93·8*
	1927-28	102·8	130·5	103·0	84·2	104·5
Jodhpur	*1926-27*	*159·5*	*237·9*	*219·9*	*48·3*	*145·9*
	1927-28	169·2	180·0	210·6	54·2	158·9
Madras and Southern Mahratta	*1926-27*	*185·7*	*82·0*	*343·5*	*65·2*	*184·1*
	1927-28	189·8	109·4	319·2	96·0	184·4
Nizam's Guaranteed State	*1926-27*	*137·3*	*149·8*	*189·7*	*21·5*	*130·3*
	1927-28	147·4	177·2	204·7	19·9	136·2
Rohilkund & Kumaon	*1926-27*	*96·5*	*57·0*	*45·7*	*66·9*	*88·3*
	1927-28	94·5	111·9	32·9	58·4	91·7
South Indian	*1926-27*	*109·8*	*70·1*	*95·0*	*49·2*	*94·8*
	1927-28	93·1	77·5	89·7	47·0	85·7
TOTAL	*1926-27*	**147·9*	**157·9*	**181·2*	**57·8*	**138·1*
	1927-28	*149·1	*157·1	*168·3	*69·8	*141·2
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1926-27*	*52·0*	*35·7*	*130·5*	*42·1*	*60·1*
	1927-28	45·6	81·7	126·6	46·2	55·2
Bombay, Baroda and Central India	*1926-27*	*20·0*	*29·0*	*54·0*	*31·0*	*20·0*
	1927-28	23·0	31·0	27·0	14·0	23·0
Eastern Bengal	*1926-27*	*13·7*	*14·9*	*8·00*	*4·83*	*12·7*
	1927-28	15·0	14·9	*Nil*	18·1	15·3
Great Indian Peninsula	*1926-27*	*36·4*	*30·2*	*Nil*	*15·2*	*34·0*
	1927-28	37·2	33·1	*Nil*	13·3	33·7
Jodhpur (2′ 0″ gauge)	*1926-27*	*15·4*	*12·6*	*Nil*	*16·8*	*15·2*
	1927-28	16·0	20·0	*Nil*	16·9	16·1
North Western (Commercial, 2′ 6″ gauge)	*1926-27*	*45·0*	*41·2*	*41·6*	*20·6*	*42·3*
	1927-28	44·5	40·5	41·1	23·4	42·3
Do. (Military, 2′ 6″ gauge)	*1926-27*	*40·5*	*47·7*	*45·4*	*27·2*	*39·1*
	1927-28	48·1	57·9	49·0	40·0	47·2
Do. (Total, 2′ 6″ gauge)	*1926-27*	*46·4*	*43·8*	*51·9*	*24·9*	*44·1*
	1927-28	47·9	47·5	53·1	32·6	46·5
Do. (Military, 2′ 0″ gauge)	*1926-27*	*36·2*	*39·0*	*45·0*	*39·1*	*36·5*
	1927-28	33·8	40·2	24·1	35·4	33·8
South Indian	*1926-27*	*32·9*	*28·3*	*Nil*	*73·5*	*36·1*
	1927-28	35·8	30·9	19·1	35·0	34·7
TOTAL	*1926-27*	**42·6*	**68·9*	**113·3*	**35·0*	**47·2*
	1927-28	*40·4	*66·7	*108·8	*35·5	*45·2
TOTAL CLASS I RAILWAYS	*1926-27*	**180·1*	**252·0*	**249·0*	**56·2*	**186·7*
	1927-28	*181·8	*249·9	*253·5	*67·5	*192·0

* Columns 23 to 27.—In these totals consignments passing over two or

Railways for the years 1926-27 and 1927-28—concld.

EARNINGS FROM GOODS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED FOR CARRYING A TON OF GOODS ONE MILE.				
General merchandise including live stock.	Fuel for the public, foreign railways & Home line construction.	Fuel on revenue account.	Other revenue stores.	Total.	General merchandise including live stock.	Fuel for the public, foreign railways & home line construction.	Fuel on revenue account.	Other revenue stores.	Total.
28	29	30	31	32	33	34	35	36	37
Rs.	Rs.	Rs.	Rs.	Rs.					
3,57,16	*1,46,25*	*16,85*	*3,19*	*5,23,45*	*5·93*	*2·59*	*2·45*	*3·29*	*4·21*
4,15,54	1,60,50	23,05	3,53	6,02,62	6·11	2·58	2·45	2·48	4·27
3,42,96	*21,85*	*10,64*	*2,56*	*3,78,01*	*10·5*	*2·35*	*1·81*	*2·94*	*7·76*
3,68,84	21,61	7,62	4,18	4,02,25	10·4	2·36	1·81	3·29	8·03
2,14,03	*24,11*	*5,64*	*5,75*	*2,49,53*	*11·7*	*4·10*	*2·82*	*3·87*	*9·01*
2,20,47	26,23	6,87	6,34	2,59,91	11·2	4·20	2·93	3·79	8·64
6,61,51	*5,11,67*	*50,50*	*12,46*	*12,66,14*	*6·76*	*2·89*	*2·30*	*2·04*	*4·04*
6,70,01	5,63,98	63,01	16,83	13,13,83	7·02	2·81	2·64	2·30	4·01
3,28,58	*66,51*	*42,07*	*7,70*	*5,44,86*	*8·89*	*2·35*	*2·32*	*2·18*	*6·60*
3,86,54	64,82	52,29	6,70	10,10,35	8·61	2·37	2·21	2·03	6·42
2,46,61	*25,33*	*5,56*	*2,79*	*2,80,29*	*8·66*	*4·08*	*2·17*	*3·27*	*7·35*
2,72,97	24,80	4,97	3,36	3,06,10	9·02	3·41	2·12	2·20	7·39
53,37	*17,05*	*1,80*	*33*	*77,55*	*10·8*	*5·58*	*2·48*	*2·22*	*8·30*
53,46	19,41	1,97	25	75,09	10·5	5·08	2·56	3·96	7·69
7,74,01	*49,88*	*36,93*	*19,35*	*8,50,17*	*8·35*	*2·84*	*2·12*	*1·92*	*6·39*
8,32,19	47,57	43,81	23,38	9,46,74	8·18	2·62	2·08	2·67	6·33
64,00	*4,58*	*1,77*	*3,24*	*73,59*	*8·20*	*3·36*	*2·16*	*1·57*	*6·10*
67,44	4,22	2,51	3,12	77,29	7·98	3·51	2·14	2·59	6·44
8,38,01	*54,46*	*38,70*	*22,59*	*9,53,76*	*8·33*	*2·88*	*2·12*	*1·86*	*6·36*
8,99,63	51,79	46,32	26,50	10,24,03	8·16	2·68	2·08	2·66	6·34
79,91	*1,72*	*1,00*	*81*	*83,44*	*10·9*	*10·8*	*2·37*	*2·01*	*10·1*
82,74	1,92	1,34	94	86,94	11·3	10·9	2·58	1·60	10·1
36,27,14	*8,98,95*	*1,72,76*	*58,18*	*47,57,03*	*8·17*	*2·85*	*2·25*	*2·20*	*5·51*
38,70,20	9,34,85	2,07,44	68,63	50,81,12	8·17	2·78	2·32	2·57	5·49
88,99	*5,89*	*1,36*	*56*	*96,80*	*10·4*	*4·35*	*2·45*	*2·97*	*9·12*
1,07,01	5,83	1,51	98	1,15,33	10·0	4·77	2·45	2·97	8·97
1,67,90	*9,20*	*4,72*	*1,81*	*1,83,63*	*8·36*	*4·41*	*2·66*	*2·53*	*7·43*
1,78,31	8,94	5,43	1,63	1,94,31	7·97	4·20	2·53	2·68	7·12
2,85,09	*8,18*	*7,32*	*3,75*	*3,04,34*	*9·67*	*2·36*	*1·80*	*2·13*	*7·35*
2,75,18	9,19	5,86	3,84	2,94,07	9·30	2·57	1·80	2·14	7·69
2,60,76	*7,60*	*3,31*	*9,84*	*2,81,51*	*8·98*	*4·11*	*2·50*	*2·91*	*7·91*
2,84,72	10,79	5,91	11,80	3,13,22	8·82	4·00	2·43	2·73	7·51
1,10,79	*10,56*	*1,98*	*3,84*	*1,27,17*	*11·8*	*4·16*	*2·84*	*3·73*	*9·30*
1,09,83	8,84	2,29	3,29	1,24,25	10·8	3·97	2·92	3·17	8·74
40,50	*22*	*92*	*95*	*42,59*	*8·63*	*2·47*	*2·21*	*3·32*	*7·77*
44,37	29	1,26	49	46,41	8·46	2·36	2·13	1·98	7·47
2,05,27	*4,92*	*6,79*	*2,07*	*2,26,68*†	*10·1*	*9·93*	*1·96*	*3·23*	*8·33*
2,28,97	4,36	4,81	3,71	2,51,40†	10·0	5·74	1·95	2·57	8·78
46,73	*1,55*	*65*	*14*	*49,07*	*13·5*	*5·51*	*2·67*	*2·44*	*12·1*
47,11	2,06	85	15	50,17	13·6	4·77	2·64	1·94	11·6
32,06	*24*	*27*	*66*	*33,23*	*7·78*	*3·23*	*2·47*	*1·77*	*7·11*
31,19	3,61	17	54	35,51	8·87	3·45	2·45	1·83	7·32
1,72,95	*6,09*	*2,56*	*3,07*	*1,84,67*	*12·0*	*11·8*	*2·60*	*1·61*	*10·4*
1,85,98	6,78	2,68	2,08	1,97,52	11·5	10·5	2·60	1·38	10·2
14,11,04	*54,45*	*29,88*	*26,69*	*15,29,69*	*9·85*	*4·27*	*2·19*	*2·58*	*8·50*
14,92,67	60,69	30,77	28,51	16,22,19	9·59	4·11	2·25	2·44	8·28
19,53	*2,86*	*80*	*78*	*23,97*	*12·4*	*5·27*	*2·45*	*3·48*	*8·99*
19,56	2,76	86	42	23,60	12·6	5·21	2·45	1·94	8·91
3,62	*7*	*1*	*1*	*3,71*	*19·7*	*11·5*	*1·80*	*2·03*	*18·5*
4,51	9	1	1	4,62	18·8	9·93	3·56	4·47	18·2
21	*Nil*	*Nil*	*Nil*	*21*	*13·2*	*4·07*	*4·80*	*1·23*	*12·1*
27	*Nil*	*Nil*	2	29	12·9	4·06	*Nil*	7·34	11·8
7,62	*21*	*Nil*	*3*	*7,86*	*22·5*	*6·53*	*Nil*	*2·35*	*20·4*
8,24	22	*Nil*	5	8,51	21·2	6·14	*Nil*	2·19	19·0
16	*Nil*	*Nil*	*Nil*	*16*	*31·9*	*5·15*	*Nil*	*4·97*	*30·0*
17	*Nil*	*Nil*	*Nil*	17	25·5	5·22	*Nil*	14·2	24·3
12,85	*1,03*	*15*	*19*	*14,22*	*24·2*	*14·8*	*5·76*	*6·74*	*21·7*
12,62	1,12	13	18	14,05	25·4	16·3	5·63	6·58	22·5
2,15	*7*	*4*	*8*	*2,34*	*11·6*	*5·15*	*3·62*	*3·52*	*10·1*
2,35	6	4	17	2,62	10·8	3·86	3·55	4·50	9·31
15,00	*1,10*	*19*	*27*	*16,56*	*21·0*	*13·3*	*5·15*	*5·27*	*18·6*
14,97	1,18	17	35	16,67	20·7	14·2	4·91	5·35	18·4
43	*2*	*Nil*	*Nil*	*45*	*22·5*	*20·8*	*2·86*	*2·79*	*21·0*
29	2	*Nil*	*Nil*	31	17·5	16·2	5·29	2·18	16·3
1,15	*7*	*Nil*	*2*	*1,24*	*16·2*	*12·2*	*Nil*	*1·33*	*13·3*
1,38	12	1	2	1,53	15·6	11·9	2·64	2·36	13·9
47,72	*4,33*	*1,00*	*1,11*	*54,16*	*16·3*	*6·45*	*2·70*	*3·54*	*12·7*
49,39	4,39	1,05	87	55,70	16·3	6·55	2·69	2·72	12·6
50,85,90	*9,57,73*	*2,03,64*	*85,98*	*63,40,88*	*8·61*	*2·91*	*2·24*	*2·31*	*6·05*
54,12,05	10,00,14	2,39,26	98,01	67,59,01	8·56	2·84	2·31	2·54	6·00

more railways or two or more gauges on the same railway are considered as two or more separate consignments.

†Includes Mormugao Harbour receipts.

14.—*Statement of Revenue Earnings and Expenses*

Railway.	Gauge.	Year.	Capital at charge* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.
1	2	3	4	5	6
Assam-Bengal	3′ 3⅜″	1926-27	2,11,121	1,96,68	17,986
		1927-28	2,12,685	2,25,53	19,908
Bengal and North-Western	3′ 3⅜″	1926-27	96,744	3,64,55	17,143
		1927-28	98,447	3,74,74	17,621
Bengal Nagpur	5′ 6″	1926-27	2,19,023	7,84,06	37,428
		1927-28	2,24,406	8,69,61	39,083
	2′ 6″	1926-27	‡	50,32	5,636
		1927-28	‡	49,55	5,543
Bombay, Baroda and Central India	5′ 6″	1926-27	1,91,363	6,52,57	49,277
		1927-28	1,99,749	6,82,57	51,577
	3′ 3⅜″	1926-27	‡	5,53,32	22,633
		1927-28	‡	5,47,64	22,378
	2′ 6″	1926-27	‡	9,32	5,504
		1927-28	‡	9,24	5,813
Burma	3′ 3⅜″	1926-27	1,56,660	4,62,42	25,129
		1927-28	1,64,275	5,07,88	26,857
	2′ 6″ ‖	1926-27	††	54	4,015
Eastern Bengal	5′ 6″	1926-27	2,69,493	4,41,68	61,382
		1927-28	2,76,116	4,62,82	60,838
	3′ 3⅜″	1926-27	‡	2,56,33	26,473
		1927-28	‡	2,57,53	27,803
	2′ 6″	1926-27	‡	2,41	4,813
		1927-28	‡	2,78	5,387
East Indian	5′ 6″	1926-27	3,41,644	19,80,78	47,850
		1927-28	3,53,263	20,78,12	49,175
Great Indian Peninsula	5′ 6″	1926-27	3,08,388	15,08,87	43,670
		1927-28	3,21,290	15,71,06	44,526
	2′ 6″	1926-27	‡	16,31	3,097
		1927-28	‡	15,57	7,728
Jodhpur	3′ 3⅜″	1926-27	50,990	88,45	10,514
		1927-28	55,096	93,68	11,268
	2′ 6″	1926-27	††	53	2,082
		1927-28	††	55	2,220
Madras and Southern Mahratta	5′ 6″	1926-27	1,88,683	4,82,26	44,591
		1927-28	1,95,490	5,14,83	47,655
	3′ 3⅜″	1926-27	‡	3,69,08	18,327
		1927-28	‡	3,97,58	19,603
Nizam's Guaranteed State	5′ 6″	1926-27	1,82,457	1,13,86	27,555
		1927-28	1,77,201	1,12,65	24,846
	3′ 3⅜″	1926-27	92,074	87,88	15,127
		1927-28	92,725	89,36	15,380
North Western (Commercial)	5′ 6″	1926-27	2,25,265	16,09,04	37,861
		1927-28	2,33,309	16,81,41	38,799
	2′ 6″	1926-27	‡	34,41	11,497
		1927-28	‡	31,48	10,540
Do. (Military)	5′ 6″	1926-27	1,31,834	1,44,37	9,322
		1927-28	1,32,495	1,53,03	10,188
	2′ 6″	1926-27	‡	5,48	3,036
		1927-28	‡	5,66	2,614
	2′ 0″	1926-27	‡	83	1,984
		1927-28	‡	74	1,763
Do. (Total)	..	1926-27	2,13,381	17,94,03	28,695
		1927-28	2,19,469	18,72,32	29,140
Rohilkund and Kumaon	3′ 3⅜″	1926-27	74,530	66,14	11,513
		1927-28	75,085	72,11	12,792
South Indian	5′ 6″	1926-27	1,74,174	1,62,57	35,923
		1927-28	1,76,829	1,72,24	28,057
	3′ 3⅜″	1926-27	‡	4,24,57	31,311
		1927-28	‡	4,53,07	31,289
	2′ 6″	1926-27	‡	3,38	3,429
		1927-28	‡	3,71	3,758
TOTAL CLASS I RAILWAYS	..	1926-27	2,15,766	1,08,74,02	30,657
		1927-28	2,22,375	1,14,36,74	31,864

*In the case of State-owned railways. † In the case of other than State-owned railways. ‡ Included in 5′ 6″ gauge.
§ The gross earnings [col.(5)], working expenses [col .(9)] and net earnings [col. (12)] include figures relating to steam boat service.

‖Converted to 3′ 3⅜″ gauge on 5th February 1927.

of Class I Railways rated against selected units for the years 1926-27 and 1927-28.

Gross earnings per mean mile worked per week.	Gross earnings per train mile.	Total working expenses (in thousands of rupees). §	Working expenses per mean mile worked per week.	Working expenses per train mile.	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked.	Net earnings per train mile.
7	8	9	10	11	12	13	14
345·9	*6·43*	*1,05,56*	*181·4*	*3·37*	*91,12*	*8,551·6*	*3·06*
382·8	6·70	1,17,41	193·3	3·38	1,08,12	9,857·1	3·32
328·8	*5·31*	*1,40,94*	*122·6*	*1·98*	*2,23,61*	*10,750·5*	*3·33*
337·0	5·22	1,40,98	122·4	1·89	2,33,76	11,223·0	3·32
717·8	*7·41*	*4,40,58*	*400·1*	*4·13*	*3,43,48*	*16,566·1*	*3·28*
747·5	7·18	5,19,09	443·7	4·26	3,50,52	15,885·6	2·92
108·1	*3·31*	*41,35*	*88·8*	*2 72*	*8,97*	*1,005·0*	*0·59*
106·0	3·08	43,47	93·0	2·70	6,08	680·4	0·38
945·0	*8·29*	*4,30,87*	*624·0*	*5·47*	*2,21,70*	*16,741·4*	*2·52*
986·5	8·92	4,32,08	626·0	5·65	2,50,49	18,927·8	3·27
434·1	*5·65*	*3,27,08*	*256·3*	*3·34*	*2,26,74*	*9,270·4*	*2·31*
428·0	5·50	3,29,21	257·2	3·31	2,18,43	8,929 2	2·19
105·6	*4·52*	*6,05*	*68·6*	*2·93*	*3,27*	*1,928·5*	*1·59*
111 2	4·87	6,67	80·2	3·51	2,57	1,621·1	1·36
482·0	*6·00*	*2,83,00*	*292·0*	*3·64*	*1,79,42*	*9,902·5*	*2·36*
513·7	6·09	2,89,81	291·6	3·46	2,18,07	11,610 4	2·63
77·2	††	*56*	*80·1*	††	*—2*	*—148 7*	††
1,180·0	*8·07*	*2,94,14*	*788·0*	*5·39*	*1,47,54*	*20,411·0*	*2·68*
1,170·0	7·53	3,04,56	771·0	4·95	1,58,26	20,752·0	2·88
509·0	*6·81*	*1,61,70*	*312·0*	*4·01*	*94,63*	*10,270·0*	*2·54*
535·0	6·64	1,62,89	331·0	4·20	94,64	9,962·0	2·44
92·0	*2·09*	*1,65*	*63·0*	*1·43*	*76*	*1,523·0*	*0·66*
104·0	1·84	2,04	76·0	1·35	74	1,443·0	0·49
917·7	*6·72*	*12,11,14*	*560·9*	*4·11*	*7,69,64*	*18,604·6*	*2·61*
940·5	6·71	12,09,31	547·2	3·90	8,68,31	20,562·2	2·80
837·2	*6·50*	*10,66,43*	*591·5*	*4·59*	*4,42,44*	*12,810·5*	*1·91*
851·9	6·57	10,17,47	551·6	4·25	5,53,59	15,699·5	2·32
155·4	*5·15*	*7,34*	*69·9*	*2·32*	*8,97*	*4,453·5*	*2·53*
147·7	5·00	7,01	66·5	2·25	8,56	4,250·5	2·75
201·6	*5·18*	*56,68*	*129·2*	*3·32*	*31,77*	*3,776·8*	*1·86*
215·5	5·32	73,68	169·5	4·19	20,00	2,405·7	1·13
39·9	*2·88*	*29*	*21·5*	*1·55*	*24*	*960·6*	*1·33*
42·5	2·86	25	19·0	1·28	30	1,229·8	1·58
855·4	*7·83*	*2,65,56*	*471·8*	*4·32*	*2,16,70*	*19,981·8*	*3·51*
911·4	8·32	2,96,94	525·7	4·80	2,17,89	20,169·1	3·52
351·4	*4·81*	*2,01,55*	*191·8*	*2·63*	*1,67,53*	*3,313·0*	*2·18*
375·2	5·03	2,34,10	221·2	2·97	1,63,48	8,020·8	2·06
528·4	*8·34*	*41,76*	*193·8*	*3·06*	*72,10*	*17,448·3*	*5·28*
475·2	7·97	43,04	181·5	3·05	69,61	15,353·6	4·92
290·1	*6·45*	*40,04*	*132·2*	*2·94*	*47,34*	*8,234·7*	*3·51*
294·1	6·42	39,20	129·0	2·82	50,16	8,633·1	3·60
726·1	*8·09*	*10,32,33*	*463·7*	*5·17*	*5,76,71*	*13,680·2*	*2·92*
742·1	7·68	10,70,95	470·1	4·86	6,10,46	14,219·2	2·82
220·5	*4·68*	*33,20*	*250·1*	*5·31*	*1,21*	*1,544·5*	*0·63*
201·6	4·31	34,31	265·0	5·67	—2,83	—3,318·5	—1·36
178·8	*4·90*	*1,70,68*	*210·6*	*5·77*	*—25,31*	*—1,660·8*	*—0·87*
194·9	4·88	1,73,92	221·4	5·54	—20,89	—1,390·2	—0·66
58·2	*2·57*	*12,65*	*134·4*	*5·93*	*—7,17*	*—3,973·3*	*—3·36*
50·0	2·18	16,92	149·4	6·51	—11,26	—5,196·3	—4·33
38·1	*1·33*	*2,51*	*114·8*	*4·01*	*—1,68*	*—4,002·2*	*—2·68*
33·7	1·40	2,79	126·8	5·28	—2,05	—4,868·2	—3·88
551·8	*7·54*	*12,51,37*	*384·8*	*5·26*	*5,43,26*	*8,686·5*	*2·28*
560·4	7·19	12,98,89	388·8	4·99	5,73,43	8,925·0	2·20
221·4	*5·14*	*32,61*	*109·2*	*2·54*	*33,53*	*5,336·8*	*2·60*
246·0	5·20	35,65	121·6	2·57	36,46	6,467·1	2·63
638·9	*6·90*	*92,60*	*393·1*	*3·94*	*69,97*	*15,423·6*	*2·96*
536·6	6·80	1,15,60	393·4	4·99	66,64	7,488·3	1·81
600·5	*5·23*	*2,22,71*	*313·1*	*2·75*	*2,01,86*	*14,935·0*	*2·53*
598·4	5·31	2,60,77	344·4	3·05	1,92,30	13,283·4	2·26
65·8	*2·06*	*4,60*	*89·4*	*2·80*	*—1,22*	*—1,233·8*	*—0·74*
71·9	2·22	4,25	82·4	2·55	—54	—549·7	—0·33
590·0	*6·69*	*67,38,15*	*365·0*	*4·14*	*41,45,87*	*11,685·1*	*2·55*
612·8	6·68	69,84,37	374·2	4·08	44,52,37	12,403·6	2·60

†† Included in 3′ 3⅜″ gauge.

but while calculating working results, in columns 6, 7, 8, 10, 11, 13 and 14, the Steam Boat earnings and expenses have been excluded. These remarks do not apply to Total which have been worked out including Steam Boat earnings and expenses.

15.—*Results of working of Class I Railways*

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1926-27*	*4,14,24,558*	*1,00,97,496*	*3,13,27,062*	*5·33*	*2·31*	*3·02*
	1927-28	4,92,88,625	1,17,47,024	3,75,41,601	4·79	2·31	2·48
Bombay, Baroda and Central India	*1926-27*	*4,16,78,943*	*1,89,87,466*	*2,26,91,447*	*5·32*	*3·80*	*1·52*
	1927-28	4,16,60,760	1,83,72,358	2,32,88,402	5·49	3·80	1·69
Eastern Bengal	*1926-27*	*2,84,58,921*	*1,41,32,523*	*1,43,26,398*	*4·64*	*3·75*	*0·89*
	1927-28	2,94,54,630	1,50,52,948	1,44,01,682	4·23	3·47	0·76
East Indian	*1926-27*	*11,91,71,385*	*3,67,71,342*	*8,23,99,543*	*4·62*	*2·51*	*2·11*
	1927-28	11,86,37,114	3,68,66,963	8,17,70,151	4·54	2·35	2·19
Great Indian Peninsula	*1926-27*	*10,43,02,810*	*4,27,35,401*	*6,15,17,409*	*3·89*	*3·15*	*0·74*
	1927-28	10,04,05,185	4,12,05,760	5,91,99,425	3·78	2·92	0·86
Madras and Southern Mahratta	*1926-27*	*2,57,02,062*	*1,12,50,168*	*1,44,51,894*	*5·39*	*3·16*	*2·23*
	1927-28	2,85,75,784	1,21,67,787	1,64,07,997	5·38	3·32	2·06
Nizam's Guaranteed State	*1926-27*	*38,01,146*	*13,98,939*	*24,02,207*	*4·23*	*1·86*	*2·42*
	1927-28	39,06,910	14,73,031	24,33,879	4·14	1·84	2·30
North Western	*1926-27*	*11,70,74,754*	*5,34,87,780*	*6,35,86,974*	*5·18*	*3·73*	*1·45*
	1927-28	12,00,94,590	5,38,28,059	6,62,66,531	4·73	3·41	1·32
South Indian	*1926-27*	*91,55,003*	*49,31,409*	*42,23,594*	*4·25*	*3·19*	*1·06*
	1927-28	1,14,70,354	63,07,647	51,62,707	4·19	3·74	0·45
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1926-27*	*98,33,936*	*45,13,777*	*53,20,159*	*6·57*	*3·19*	*3·38*
	1927-28	1,07,34,077	46,15,653	61,18,424	6·76	3·13	3·63
Bengal and North-Western	*1926-27*	*1,35,21,360*	*62,70,630*	*72,50,730*	*5·07*	*1·63*	*3·44*
	1927-28	1,35,36,179	62,74,153	72,62,026	4·63	1·51	3·12
Bombay, Baroda and Central India	*1926-27*	*3,15,74,843*	*1,33,41,177*	*1,82,33,666*	*4·42*	*2·46*	*1·96*
	1927-28	3,17,35,611	1,38,71,366	1,83,64,245	4·37	2·41	1·96
Burma	*1926-27*	*2,67,25,672*	*93,57,681*	*1,73,67,991*	*5·16*	*2·87*	*2·29*
	1927-28	2,73,62,762	92,47,056	1,81,15,706	5·18	2·66	2·52
Eastern Bengal	*1926-27*	*1,51,16,575*	*73,38,011*	*77,78,564*	*5·58*	*3·25*	*2·33*
	1927-28	1,52,05,241	74,82,586	77,22,655	5·43	3·23	2·20
Jodhpur	*1926-27*	*52,15,782*	*21,53,856*	*30,61,926*	*5·19*	*2·70*	*2·49*
	1927-28	68,46,059	27,76,885	40,69,174	4·97	3·30	1·67
Madras and Southern Mahratta	*1926-27*	*1,91,78,530*	*73,61,875*	*1,18,16,655*	*4·05*	*2·19*	*1·86*
	1927-28	2,22,72,268	81,22,413	1,41,49,855	4·00	2·35	1·65
Nizam's Guaranteed State	*1926-27*	*36 62,776*	*18,64,659*	*17,98,117*	*3·58*	*1·90*	*1·68*
	1927-28	36,50,485	18,37,385	18,13,100	3·58	1·82	1·76
Rohilkund and Kumaon	*1926-27*	*32,09,387*	*12,72,662*	*19,36,725*	*5·02*	*2·13*	*2·89*
	1927-28	34,93,523	14,06,009	20,87,514	4·82	2·12	2·70
South Indian	*1926-27*	*2,08,59,030*	*1,09,44,106*	*99,14,924*	*4·66*	*2·31*	*2·35*
	1927-28	2,41,09,666	1,27,12,579	1,13,97,087	4·64	2·53	2·11

NOTE.—The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

for the years 1926-27 and 1927-28.

Goods Traffic.								
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods vehicle per mile (excluding brakes).	Cost of hauling a goods vehicle one mile.	Profit on working a goods vehicle one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum).	Profit on working a goods unit (*viz.*, one ton) one mile.
9	10	11	12	13	14	15	16	17
Rs.	Rs.	Re.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
9·01	*5·31*	*3·70*	*43·7*	*25·7*	*18·0*	*2·52*	*4·46*	*1·70*
8·66	5·42	3·24	43·3	27·1	16·2	2·66	4·50	1·62
13·0	*7·92*	*5·08*	*64·9*	*39·7*	*25·2*	*4·66*	*9·04*	*3·10*
14·2	8·26	5·94	70·0	40·8	29·2	4·65	7·16	3·38
15·1	*8·52*	*6·58*	*68·6*	*38·8*	*29·8*	*5·18*	*8·08*	*3·83*
14·5	7·96	6·54	67·3	36·9	30·4	4·80	7·46	3·84
8·69	*5·62*	*3·07*	*37·0*	*23·9*	*13·1*	*2·63*	*4·10*	*1·41*
8·63	5·35	3·28	36·7	22·7	14·0	2·50	3·94	1·51
9·92	*6·43*	*3·49*	*56·1*	*36·4*	*19·7*	*4·30*	*6·92*	*2·30*
10·3	6·03	4·27	56·4	33·1	23·3	3·78	6·26	2·64
11·1	*5·70*	*5·40*	*65·0*	*33·5*	*31·5*	*3·79*	*5·82*	*3·54*
12·1	6·50	5·60	67·7	36·2	31·5	3·96	5·94	3·43
12·8	*3·95*	*8·85*	*74·5*	*23·0*	*51·5*	*2·57*	*5·21*	*5·73*
12·3	3·98	8·32	69·1	22·3	46·8	2·49	5·17	5·20
11·5	*7·52*	*3·98*	*59·6*	*39·0*	*20·6*	*4·24*	*6·69*	*2·12*
11·2	7·16	4·04	55·8	35·6	20·2	4·12	6·52	2·22
10·4	*5·22*	*5·18*	*80·4*	*40·6*	*39·8*	*5·10*	*7·84*	*5·00*
10·3	6·11	4·20	85·7	50·7	35·0	5·99	8·80	4·11
6·17	*3·37*	*2·80*	*41·6*	*22·7*	*18·9*	*5·01*	*10·9*	*4·11*
6·49	3·43	3·06	44·3	23·4	20·9	4·78	10·1	4·19
6·46	*2·53*	*3·93*	*37·9*	*14·9*	*23·0*	*2·94*	*5·32*	*4·49*
5·87	2·31	3·56	37·7	14·8	22·9	2·66	4·84	4·46
6·91	*4·16*	*2·75*	*38·6*	*23·2*	*15·4*	*4·70*	*6·59*	*3·15*
6·64	4·15	2·49	35·3	22·2	13·1	4·80	6·78	2·89
6·40	*3·94*	*2·46*	*49·6*	*30·6*	*19·0*	*4·88*	*7·74*	*3·03*
6·47	3·76	2·71	49·7	28·8	20·9	4·34	6·94	3·17
8·18	*5·00*	*3·18*	*42·0*	*25·6*	*16·4*	*5·69*	*8·73*	*3·61*
7·71	4·95	2·76	38·1	24·5	13·6	5·64	8·70	3·10
4·70	*3·39*	*1·31*	*27·6*	*19·9*	*7·69*	*5·59*	*8·11*	*2·13*
5·04	4·43	0·61	28·2	24·8	3·40	6·55	8·98	0·92
5·30	*2·85*	*2·45*	*42·3*	*22·8*	*19·5*	*4·76*	*7·33*	*4·05*
5·70	3·32	2·38	45·0	26·2	18·8	5·14	7·65	3·64
13·2	*4·83*	*8·37*	*72·2*	*26·3*	*45·9*	*4·44*	*7·98*	*7·66*
13·2	4·73	8·47	69·2	24·8	44·4	4·21	7·61	7·39
4·87	*2·84*	*2·03*	*45·1*	*26·3*	*18·8*	*4·14*	*7·94*	*2·97*
4·90	2·88	2·02	44·3	26·1	18·2	4·24	7·10	2·92
5·84	*3·14*	*2·70*	*44·8*	*24·1*	*20·7*	*5·63*	*8·80*	*4·77*
5·40	3·39	2·01	45·6	26·4	19·2	5·97	9·13	4·23

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

16.—*Statement of ton mileage of Class I Railways for the years 1926-27 and 1927-28 (In thousands.)*

Railway.	Year.	*Net or freight ton miles (Goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1926-27*	*2,378,980*	*1,274,938*	*4,559,658*	*1,713,591*	*5,240,215*	*1,719,899*	*5,335,915*
	1927-28	2,697,026	1,380,999	5,173,608	1,896,174	5,970,136	1,902,362	6,079,642
Bombay, Baroda and Central India.	*1926-27*	*921,684*	*1,339,644*	*1,867,436*	*1,843,437*	*2,135,422*	*1,845,498*	*2,295,511*
	1927-28	944,577	1,342,806	1,962,559	1,832,649	2,241,382	1,834,363	2,325,198
Eastern Bengal	*1926-27*	*507,047*	*1,039,556*	*1,173,218*	*1,363,897*	*1,293,882*	*1,367,169*	*1,385,924*
	1927-28	548,971	1,176,131	1,250,534	1,558,356	1,393,856	1,561,619	1,494,055
East Indian	*1926-27*	*5,978,031*	*4,600,529*	*11,923,036*	*6,077,633*	*13,404,056*	*6,136,191*	*13,750,177*
	1927-28	6,236,965	4,989,160	12,540,551	6,525,463	14,050,640	6,583,218	14,601,440
Great Indian Peninsula	*1926-27*	*2,702,843*	*3,431,533*	*5,795,444*	*4,581,443*	*6,694,059*	*4,586,560*	*6,930,148*
	1927-28	2,966,179	3,594,945	6,200,851	4,767,527	7,133,138	4,774,112	7,351,995
Madras and Southern Mahratta	*1926-27*	*707,571*	*1,031,951*	*1,493,191*	*1,391,914*	*1,723,366*	*1,404,500*	*1,804,212*
	1927-28	758,485	1,083,480	1,591,320	1,442,169	1,840,154	1,451,887	1,957,838
Nizam's Guaranteed State	*1926-27*	*175,607*	*165,874*	*349,699*	*250,040*	*409,570*	*251,326*	*431,567*
	1927-28	186,238	179,904	365,091	267,962	425,459	269,267	444,908
North Western	*1926-27*	*2,698,001*	*4,400,382*	*5,550,305*	*5,776,649*	*6,334,332*	*5,792,393*	*6,886,072*
	1927-28	2,967,134	4,674,080	6,249,397	6,213,371	7,120,010	6,231,978	7,072,050
South Indian	*1926-27*	*154,324*	*350,764*	*338,499*	*495,396*	*409,190*	*496,680*	*427,617*
	1927-28	154,814	367,406	329,739	526,288	395,221	528,007	431,695
Total	*1926-27*	*16,224,588*	*17,635,071*	*3,050,976*	*23,494,000*	*37,644,092*	*23,600,216*	*39,157,143*
	1927-28	17,460,389	18,788,911	35,663,650	25,029,959	40,569,996	25,136,813	42,358,821
3′ 3⅜″ GAUGE.								
Assam-Bengal	*1926-27*	*203,386*	*366,719*	*428,092*	*446,390*	*520,827*	*447,391*	*527,117*
	1927-28	243,528	382,039	499,036	466,721	603,531	467,489	619,742
Bengal and North Western	*1926-27*	*462,642*	*773,865*	*915,708*	*964,073*	*1,056,683*	*967,711*	*1,118,964*
	1927-28	513,977	821,291	979,202	1,014,741	1,116,224	1,019,206	1,179,681
Bombay, Baroda and Central India.	*1926-27*	*718,677*	*942,193*	*1,406,724*	*1,212,859*	*1,618,115*	*1,213,143*	*1,658,029*
	1927-28	712,781	974,150	1,447,863	1,257,055	1,678,141	1,257,486	1,727,032
Burma	*1926-27*	*637,275*	*651,215*	*1,171,234*	*837,700*	*1,386,242*	*833,428*	*1,556,135*
	1927-28	737,739	699,029	1,316,596	903,720	1,544,996	904,631	1,772,243
Eastern Bengal	*1926-27*	*245,110*	*513,796*	*542,628*	*632,924*	*611,137*	*634,714*	*672,820*
	1927-28	247,642	528,071	555,882	656,606	628,770	657,779	678,883
Jodhpur	*1926-27*	*101,613*	*158,554*	*231,953*	*204,539*	*281,643*	*205,059*	*291,513*
	1927-28	114,354	169,265	253,610	217,753	303,246	218,432	320,085
Madras and Southern Mahratta	*1926-27*	*466,494*	*584,408*	*965,268*	*763,593*	*1,169,248*	*766,003*	*1,229,523*
	1927-28	506,080	573,269	1,023,119	769,515	1,253,679	772,349	1,345,490
Nizam's Guaranteed State	*1926-27*	*76,489*	*129,748*	*147,284*	*185,801*	*172,166*	*186,685*	*180,023*
	1927-21	81,360	134,128	155,179	190,994	182,284	191,912	189,375
Rohilkund and Kumaon	*1926-27*	*80,479*	*115,114*	*153,642*	*145,245*	*180,162*	*147,369*	*224,264*
	1927-28	86,525	124,567	167,932	158,120	198,503	159,874	237,367
South Indian	*1926-27*	*312,778*	*760,432*	*721,670*	*989,563*	*857,574*	*993,185*	*929,848*
	1927-28	337,454	802,656	758,663	1,055,647	900,745	1,059,737	981,208
Total	*1926-27*	*3,304,943*	*4,996,044*	*6,684,203*	*6,382,693*	*7,353 797*	*6,399,688*	*8,388,236*
	1927-28	3,581,440	5,208,465	7,157,082	6,690,902	8,410,119	6,708,895	9,051,106
2′ 6″ & 2′ 0″ GAUGES.								
Bengal Nagpur	*1926-27*	*47,319*	*110,174*	*111,790*	*150,653*	*146,147*	*150,913*	*161,640*
	1927-28	47,184	117,757	114,245	162,536	150,979	162,727	165,470
Bombay, Baroda and Central India	*1926-27*	*3,839*	*13,401*	*8,449*	*17,240*	*10,870*	*17,241*	*10,985*
	1927-28	4,862	11,004	10,252	14,099	12,685	14,099	13,001
Eastern Bengal	*1926-27*	*312*	*4,629*	*823*	*5,863*	*1,001*	*5,867*	*1,230*
	1927-28	334	5,354	953	6,893	1,157	6,896	1,723
Great Indian Peninsula	*1926-27*	*7,063*	*17,765*	*21,250*	*24,873*	*27,413*	*24,895*	*30,368*
	1927-28	8,040	16,755	22,203	23,825	28,771	23,845	30,665
Jodhpur	*1926-27*	*102*	*545*	*190*	*748*	*246*	*748*	*246*
	1927-28	114	564	205	762	269	762	315
North Western — 2′ 6″ gauge	*1926-27*	*16,095*	*36,062*	*38,916*	*51,924*	*58,852*	*52,084*	*64,701*
	1927-28	16,614	35,497	41,662	50,859	63,291	50,974	70,647
North Western — 2′ 0″ gauge	*1926-27*	*411*	*1,131*	*1,308*	*1,484*	*1,699*	*1,492*	*2,745*
	1927-28	214	2,526	1,074	3,056	1,311	3,059	1,463
South Indian	*1926-27*	*1,510*	*8,127*	*3,811*	*12,924*	*5,507*	*12,937*	*6,125*
	1927-28	1,936	8,302	4,411	12,960	6,281	12,977	6,873
Total	*1926-27*	*76,651*	*191,824*	*186,537*	*265,709*	*251,735*	*266,177*	*278,040*
	1927-28	79,298	197,759	195,005	274,990	264,744	275,339	290,157
TOTAL CLASS I RAILWAYS	*1926-27*	*19,606,182*	*22,822,939*	*39,921,716*	*30,142,401*	*45,749,624*	*30,266,081*	*47,823,419*
	1927-28	21,111,127	24,195,135	43,015,737	31,995,851	49,244,859	32,121,047	51,700,084

* Excluding Departmental.

17.—*Statement of Train* and Engine Mileage of Class I Railways for the years 1926-27 and 1927-28.* (*In thousands.*)

Railway.	Year.	TRAIN MILES.						
			Goods.			Mixed.		
		Passenger.	Main lines.	Branch lines.	Total.	Main lines.	Branch lines.	Total.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur	*1926-27*	*4,230*	*3,650*	*2,136*	*5,786*	*14*	*244*	*258*
	1927-28	4,872	4,077	2,460	6,537	42	220	262
Bombay, Baroda and Central India	*1926-27*	*4,711*	*1,788*	*257*	*2,045*	*454*	*438*	*892*
	1927-28	4,354	1,702	226	1,928	666	450	1,116
Eastern Bengal	*1926-27*	*3,585*	*1,255*	*121*	*1,376*	*18*	*94*	*112*
	1927-28	4,178	1,347	119	1,466	102	109	211
East Indian	*1926-27*	*13,934*	*11,751*	*1,813*	*13,564*	*100*	*822*	c. *922*
	1927-28	15,018	11,891	1,971	13,862	27	624	651
Great Indian Peninsula	*1926-27*	*12,237*	*6,184*	*1,980*	*8,164*	*31*	*395*	*426*
	1927-28	12,269	6,197	2,273	8,470	41	423	464
Madras and Southern Mahratta	*1926-27*	*3,449*	*1,311*	*517*	*1,828*	*44*	*330*	*374*
	1927-28	3,510	1,384	579	1,963	51	320	371
Nizam's Guaranteed State	*1926-27*	*728*	*480*	2	*482*	..	*78*	*78*
	1927-28	754	480	1	481	..	106	106
North Western	*1926-27*	*11,584*	*4,336*	*2,452*	*6,788*	*339*	*2,571*	*2,910*
	1927-28	13,485	4,881	2,540	7,421	248	2,534	2,782
South Indian	*1926-27*	*1,333*	*561*	..	*561*	*334*	*4*	*338*
	1927-28	1,453	551	..	551	280	65	345
Total	*1926-27*	*56,211*	*31,516*	*9,278*	*40,894*	*1,334*	*4,976*	*6,310*
	1927-28	59,893	32,510	10,169	42,679	1,457	4,851	6,308
3′ 3¾″ Gauge.								
Assam-Bengal	*1926-27*	*432*	*345*	*224*	*569*	*1,158*	*782*	*1,940*
	1927-28	425	349	255	604	1,251	863	2,114
Bengal and North-Western	*1926-27*	*1,920*	*1,151*	*416*	*1,567*	*445*	*2,783*	*3,228*
	1927-28	2,153	1,267	398	1,665	437	2,778	3,215
Bombay, Baroda and Central India	*1926-27*	*3,987*	*1,633*	*1,919*	*3,552*	*556*	*1,530*	*2,086*
	1927-28	4,307	1,536	1,924	3,460	603	1,390	1,993
Burma	*1926-27*	*1,698*	*1,573*	*590*	*2,163*	*1,755*	*1,585*	*3,340*
	1927-28	1,149	1,695	667	2,362	1,809	1,707	3,516
Eastern Bengal	*1926-27*	*1,167*	*1,073*	*42*	*1,115*	*896*	*404*	*1,300*
	1927-28	1,488	1,086	50	1,136	640	408	1,048
Jodhpur	*1926-27*	*414*	*370*	*9*	*379*	*569*	*291*	*860*
	1927-28	461	415	8	423	534	281	815
Madras and Southern Mahratta	*1926-27*	*2,606*	*2,168*	*716*	*2,884*	*622*	*979*	*1,601*
	1927-28	2,648	2,203	735	2,938	675	1,000	1,675
Nizam's Guaranteed State	*1926-27*	*382*	*271*	*23*	*294*	..	*142*	*142*
	1927-28	907	294	14	308	..	143	143
Rohilkund and Kumaon	*1926-27*	*246*	*85*	*11*	*96*	*504*	*272*	*776*
	1927-28	247	122	16	138	556	312	868
South Indian	*1926-27*	*3,700*	*1,390*	*591*	*1,981*	*375*	*1,065*	*1,440*
	1927-28	3,682	1,424	609	2,033	489	1,284	1,773
Total	*1926-27*	*16,452*	*10,059*	*4,541*	*14,600*	*6,880*	*9,833*	*16,713*
	1927-28	17,467	10,391	4,676	15,067	6,994	10,166	17,160
2′ 6″ & 2′ 0″ Gauges.								
Bengal-Nagpur	*1926-27*	*280*			*448*			*710*
	1927-28	364			447			729
Bombay, Baroda and Central India	*1926-27*	*1*			*3*			*200*
	1927-28	1			2			182
Eastern Bengal	*1926-27*	*28*			..			*77*
	1927-28	55			..			77
Great Indian Peninsula	*1926-27*	..			*1*			*294*
	1927-28	1			2			304
Jodhpur	*1926-27*	..			..			*18*
	1927-28	..			..			18
North Western (2′ 6″ gauge)	*1926-27*	*144*			*369*			*322*
	1927-28	138			394			335
North Western (2′ 0″ gauge)	*1926-27*	*1*			*1*			*49*
	1927-28	..			1			52
South Indian	*1926-27*	..			..			*160*
	1927-28	..			..			160
Total	*1926-27*	*454*			*822*			*1,330*
	1927-28	559			846			1,347
Total Class I Railways	*1926-27*	*73,117*			*56,016*			*24,853*
	1927-28	77,919			58,592			25,315

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*Does not include figures of electric service.

17.—*Statement|| of Train and Engine Mileage of Class I Railways*

Railway.	Year.	Train Miles.					Rail motor car miles.	Steam Coach miles.	Shunting Miles.					
		Main and Branch lines.			*Departmental.§*				*Passenger and proportion of mixed.*			*Goods and proportion of mixed.*		
		Passenger and proportion of mixed.	Goods and proportion of mixed.	Total.	Passenger.	Goods.			Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
5′ 6″ Gauge.														
Bengal-Nagpur	*1926-27*	*4,371*	*5,903*	*10,274*	*21*	*195*	..	*	*478*	*1*	*479*	*2,728*	*117*	*2,845*
	1927-28	5,053	6,618	11,671	22	307	..	36	488	1	489	2,894	114	3,008
Bombay, Baroda and Central India.	*1926-27*	*5,002*	*2,646*	*7,648*	*6*	*221*	..	..	*158*	..	*158*	*946*	*13*	*959*
	1927-28	4,825	2,573	7,398	8	248	..	..	214	..	214	850	13	863
Eastern Bengal	*1926-27*	*3,765*	*1,408*	*5,173*	*12*	*273*	..	*	*282*	*1*	*283*	*1,136*	*24*	*1,210*
	1927-28	4,329	1,526	5,855	11	283	..	6	308	..	308	1,272	24	1,296
East Indian	*1926-27*	*14,652*	*13,768*	*28,420*	*133*	*893*	..	..	*664*	*1*	*665*	*5,588*	*52*	*5,640*
	1927-28	15,531	14,000	29,531	140	1,298	..	..	666	1	667	5,233	55	5,288
Great Indian Peninsula.	*1926-27*	*12,532*	*8,315*	*20,847*	*22*	*1,252*	*17*	*	*439*	*20*	*459*	*2,264*	*19*	*2,283*
	1927-28	12,638	8,615	21,203	23	1,198	..	12	433	14	447	2,173	26	2,199
Madras and Southern Mahratta.	*1926-27*	*3,565*	*2,086*	*5,651*	*40*	*452*	*20*	*	*165*	..	*165*	*799*	*17*	*816*
	1927-28	3,626	2,218	5,844	35	307	..	10	147	16	163	785	43	828
Nizam's Guaranteed State.	*1926-27*	*753*	*535*	*1,288*	*5*	*74*	..	..	*19*	..	*19*	*171*	*1*	*172*
	1927-28	797	544	1,341	5	68	..	..	24	..	24	171	..	171
North Western	*1926-27*	*14,339*	*7,243*	*21,582*	*52*	*1,210*	..	*	*1,095*	*2*	*1,097*	*2,660*	*71*	*2,731*
	1927-28	15,732	7,956	23,688	58	1,299	2	52	973	3	976	2,991	86	3,077
South Indian	*1926-27*	*1,544*	*688*	*2,232*	*5*	*121*	..	..	*79*	..	*79*	*235*	*6*	*241*
	1927-28	1,680	669	2,349	6	177	..	..	80	..	80	245	8	253
Total	*1926-27*	*60,523*	*42,592*	*103,115*	*295*	*4,691*	*37*	*	*3,379*	*25*	*3,404*	*16,577*	*320*	*16,897*
	1927-28	64,161	44,719	108,880	308	5,185	2	116	3,333	35	3,368	16,614	369	16,983
3′ 3½″ Gauge.														
Assam-Bengal	*1926-27*	*1,414*	*1,527*	*2,941*	*6*	*54*	..	..	*80*	..	*80*	*616*	*12*	*628*
	1927-28	1,471	1,672	3,143	5	112	..	..	83	1	84	713	12	725
Bengal and North-Western.	*1926-27*	*3,559*	*2,856*	*6,715*	*21*	*257*	..	..	*132*	..	*132*	*1,207*	*4*	*1,211*
	1927-28	4,144	2,889	7,033	17	254	..	..	154	..	154	1,212	6	1,218
Bombay, Baroda and Central India.	*1926-27*	*5,414*	*4,211*	*9,625*	*2*	*173*	..	..	*241*	*19*	*260*	*995*	*26*	*1,021*
	1927-28	5,541	4,219	9,760	2	201	..	..	259	3	262	1,036	15	1,051
Burma	*1926-27*	*3,259*	*3,342*	*6,601*	*5*	*1,071*	..	..	*280*	..	*280*	*1,074*	*1*	*1,075*
	1927-28	3,475	3,552	7,027	7	1,271	..	..	299	..	299	1,199	1	1,200
Eastern Bengal	*1926-27*	*2,259*	*1,323*	*3,582*	*9*	*234*	..	*	*214*	..	*214*	*774*	*9*	*783*
	1927-28	2,310	1,362	3,672	6	198	..	14	184	..	184	807	8	815
Jodhpur	*1926-27*	*799*	*854*	*1,653*	*4*	*49*	..	..	*63*	..	*63*	*251*	*2*	*253*
	1927-28	838	861	1,699	3	58	..	..	66	..	66	252	2	254
Madras and Southern Mahratta.	*1926-27*	*3,356*	*3,735*	*7,091*	*14*	*405*	..	..	*160*	*1*	*161*	*773*	*9*	*782*
	1927-28	3,440	3,821	7,261	19	436	..	..	158	6	164	820	12	832
Nizam's Guaranteed State.	*1926-27*	*983*	*335*	*1,318*	*7*	*38*	..	*	*24*	..	*24*	*95*	..	*95*
	1927-28	1,001	357	1,358	7	26	..	7	32	..	32	85	..	85
Rohilkund and Kumaon.	*1926-27*	*596*	*522*	*1,118*	*8*	*160*	..	..	*29*	..	*29*	*205*	*2*	*207*
	1927-28	655	598	1,253	9	126	..	..	30	..	30	204	2	206
South Indian	*1926-27*	*4,739*	*2,382*	*7,121*	*20*	*773*	*66*	..	*260*	*1*	*261*	*634*	*18*	*652*
	1927-28	5,002	2,486	7,488	21	878	51	..	254	1	255	647	42	689
Total	*1926-27*	*26,678*	*21,087*	*47,765*	*96*	*3,214*	*66*	*	*1,483*	*21*	*1,504*	*6,624*	*83*	*6,707*
	1927-28	27,877	21,817	49,694	96	3,559	51	21	1,519	11	1,530	6,975	100	7,075
2′ 6″ & 2′ 0″ Gauges.									Shunting Engines.		Train Engines.		Total.	
Bengal-Nagpur	*1926-27*	*801*	*637*	*1,438*		*32*	..	*	*384*		*5*		*389*	
	1927-28	854	686	1,540		70	..	62	467		4		471	
Bombay, Baroda and Central India.	*1926-27*	*124*	*80*	*204*		*2*	..	..	*29*		..		*29*	
	1927-28	101	84	185		5	..	..	32		..		32	
Eastern Bengal	*1926-27*	*92*	*13*	*105*		*10*	..	..	*7*		..		*7*	
	1927-28	116	16	132		20	..	..	7		..		7	
Great Indian Peninsula.	*1926-27*	*159*	*136*	*295*		*22*	..	..	*39*		..		*39*	
	1927-28	150	147	297		14	..	..	42		..		42	
Jodhpur	*1926-27*	*14*	*4*	*18*	..		..	..	..		..		..	
	1927-28	14	4	18		1	..	..	..		..		..	
North Western 2′ 6″ gauge	*1926-27*	*406*	*429*	*835*		*63*	*70*	..	*171*		*1*		*172*	
	1927-28	406	461	867		74	74	..	174		1		175	
North Western 2′ 0″ gauge	*1926-27*	*24*	*27*	*51*		*12*	..	..	*4*		..		*4*	
	1927-28	30	23	53	..		..	..	3		..		3	
South Indian	*1926-27*	*118*	*42*	*160*		*5*	..	..	*7*		..		*7*	
	1927-28	114	46	160		6	..	..	9		..		9	
Total	*1926-27*	*1,733*	*1,368*	*3,106*		*196*	*70*	*	*641*		*6*		*647*	
	1927-28	1,785	1,467	3,252		190	74	62	724		5		739	
Total Class I Railways.	*1926-27*	*88,939*	*65,047*	*153,986*		*8,492*	..	..	*28,704*		*455*		*29,159*	
	1927-28	93,823	68,003	161,826		9,338	..	..	29,175		520		29,695	

* Information not available.

§ Including proportion of mixed.

|| Does not include figures of electric service.

for the years 1926-27 and 1927-28. (*In thousands.*)—concld.

Other Engine Miles.														Total Engine miles. (Total of Columns 14 to 16, 21, 24, 28, 29, 33, 34 and 38.)
Passenger and proportion of mixed.					*Goods and proportion of mixed.*									
Assisting not required.	Assisting required.	Light.	Total 'Other.'	†Departmental.	Assisting not required.	Assisting required.	Light.	Total 'Other.'	Siding.	Departmental.†				
										Loco.	Engr.	Miscl.	Total.	
25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
10	*14*	*46*	*70*	*5*	*15*	*396*	*558*	*969*	*440*	*401*	*18*	*1*	*20*	*15,718*
8	14	78	100	6	28	601	721	1,350	390	391	17	1	409	17,752
2	*4*	*274*	*280*	*1*	*1*	..	*98*	*99*	..	*131*	*42*	..	*173*	*9,544*
17	2	260	279	1	1	1	113	*115*	8	182	49	..	231	9,365
..	..	*11*	*11*	*37*	*6*	..	*17*	*23*	*195*	*72*	*19*	*1*	*92*	*7,309*
1	..	5	6	36	11	..	21	32	177	90	34	2	126	8,130
78	*125*	*275*	*478*	*79*	*186*	*161*	*1,132*	*1,479*	*1,538*	*478*	*137*	*130*	*745*	*40,070*
101	130	332	563	78	173	171	1,021	1,365	1,375	619	146	114	879	41,184
66	*250*	*233*	*549*	*13*	*136*	*536*	*435*	*1,207*	*35*	*229*	*146*	*8*	*383*	*27,050*
79	375	221	675	20	158	586	480	1,224	35	276	120	1	397	27,421
..	*33*	*86*	*119*	*4*	*15*	*98*	*104*	*217*	..	*158*	*5*	..	*163*	*7,627*
1	34	90	125	13	13	165	120	298	..	112	9	3	124	7,737
2	..	*19*	*21*	*1*	*2*	..	*43*	*45*	..	*49*	*22*	*1*	*72*	*1,697*
4	1	24	29	1	..	..	41	41	..	26	24	1	51	1,731
162	*381*	*133*	*676*	*24*	*64*	*389*	*464*	*917*	*135*	*533*	*64*	*184*	*783*	*29,210*
138	273	185	596	29	76	263	601	930	142	464	92	192	748	31,543
2	..	*6*	*8*	*66*	*19*	*53*	*35*	*107*	..	*80*	*16*	..	*96*	*2,949*
2	1	11	14	77	16	31	56	103	..	77	20	..	97	3,156
322	*807*	*1,083*	*2,212*	*230*	*444*	*1,653*	*2,936*	*5,063*	*2,343*	*2,136*	*463*	*325*	*2,924*	*141,174*
351	830	1,206	2,387	261	476	1,808	3,174	5,458	2,127	2,237	511	314	3,062	148,019
1	*5*	*11*	*17*	*2*	*5*	*24*	*46*	*75*	*4*	*27*	*3*	*15*	*45*	*3,852*
..	6	11	17	2	4	27	67	98	4	31	6	15	52	4,242
11	..	*13*	*24*	*30*	*38*	*13*	*19*	*70*	..	*161*	*5*	..	*166*	*8,626*
15	1	20	36	37	33	14	25	72	..	191	9	..	200	9,021
57	*10*	*82*	*149*	..	*89*	*15*	*80*	*184*	*20*	*326*	*11*	*1*	*338*	*11,772*
56	11	73	140	1	113	17	84	214	19	251	16	..	267	11,917
17	*20*	*32*	*69*	..	*22**	*54*	*184*	*260*	*322*	*34*	..	*66*	*100*	*9,783*
2	20	29	51	..	8	61	167	236	454	32	..	68	100	10,645
..	..	*5*	*5*	*6*	*1*	..	*6*	*7*	*30*	*96*	*80*	*20*	*196*	*3,066*
..	..	2	2	7	7	..	3	10	22	98	34	12	144	5,060
..	..	*3*	*3*	..	*1*	..	*4*	*5*	..	*9*	*3*	*7*	*19*	*2,054*
..	..	7	7	..	..	..	6	6	..	11	16	5	32	2,125
..	*13*	*20*	*33*	*5*	*76*	*225*	*76*	*377*	..	*107*	*4*	..	*111*	*3,979*
2	14	23	39	8	95	243	131	469	..	125	13	5	143	9,370
2	*1*	*42*	*45*	*1*	..	*2*	*15*	*17*	..	*31*	*11*	*1*	*43*	*1,588*
..	2	44	46	1	..	7	26	33	..	25	7	1	33	1,621
7	*9*	*7*	*23*	*3*	*7*	*6*	*3*	*20*	*1*	*39*	*2*	..	*41*	*1,615*
7	9	7	23	6	7	5	8	20	1	37	1	..	38	1,712
18	..	*13*	*31*	*100*	*13*	*64*	*13*	*90*	*16*	*118*	*39*	..	*157*	*9,221*
23	..	19	42	105	18	55	31	104	36	110	44	..	154	9,772
113	*58*	*233*	*404*	*152*	*252*	*402*	*451*	*1,105*	*393*	*948*	*153*	*110*	*1,216*	*62,556*
105	63	235	403	167	285	429	548	1,262	536	911	146	106	1,163	65,485

‡Other Engine Miles.	Departmental.	
34	*28*	*1,971*
31	29	2,141
4	*1*	*240*
3	2	227
..	*6*	*128*
..	2	161
..	*1*	*357*
..	1	354
..	..	*13*
..	..	16
30	*5*	*1,155*
83	5	1,204
1	..	*68*
..	6	62
..	..	*172*
..	..	*175*
119	*41*	*4,169*
117	45	4,343
11,639	*4,563*	*207,339*
12,290	4,698	217,347

† Includes shunting and departmental siding.
‡ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger train.	Mixed train.			Goods train.		
			Main Line.	Branch Line.	Total.	Main Line.	Branch Line.	Total.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1926-27*	*224,1*	*1,5*	*21,6*	*23,1*	*331,4*	*222,3*	*553,7*
	1927-28	249,0	3,6	17,8	21,4	385,0	272,2	657,2
Bombay, Baroda and Central India	*1926-27*	*232,4*	*29,2*	*32,4*	*61,6*	*177,0*	*25,7*	*202,7*
	1927-28	213,3	45,4	34,2	79,6	164,8	24,9	189,7
Eastern Bengal	*1926-27*	*212,1*	*2,0*	*7,5*	*9,5*	*157,9*	*20,7*	*178,6*
	1927-28	243,8	7,7	8,5	16,2	164,5	23,2	187,7
East Indian	*1926-27*	*658,1*	*6,4*	*55,5*	*61,9*	*1,146,1*	*231,7*	*1,377,8*
	1927-28	706,4	2,3	41,1	43,4	1,161,3	246,3	1,407,6
Great Indian Peninsula	*1926-27*	*591,2*	*1,9*	*28,7*	*30,6*	*609,6*	*193,0*	*802,6*
	1927-28	581,3	2,4	30,2	32,6	596,3	221,0	817,3
Madras and Southern Mahratta	*1926-27*	*188,4*	*26*	*31,7*	*34,3*	*141,4*	*56,4*	*197,8*
	1927-28	185,5	3,2	30,2	33,4	138,8	57,4	196,2
Nizam's Guaranteed State	*1926-27*	*32,1*	*Nil*	*6,0*	*6,0*	*51,1*	*2*	*51,3*
	1927-28	33,6	*Nil*	8,3	8,3	48,8	1	48,9
North Western	*1926-27*	*613,9*	*26,2*	*188,1*	*214,3*	*446,5*	*265,9*	*712,4*
	1927-28	693,6	19,3	184,5	203,8	484,3	282,0	766,3
South Indian	*1926-27*	*67,2*	*25,9*	*3*	*26,2*	*50,1*	*Nil*	*50,1*
	1927-28	71,6	22,0	4,9	26,9	49,8	*Nil*	49,8
Total	*1926-27*	*2,819,5*	*95,7*	*371,8*	*467,5*	*3,111,1*	*1,015,9*	*4,127,0*
	1927-28	2,978,1	105,9	359,7	465,6	3,193,6	1,127,1	4,320,7
3′ 3⅜″ GAUGE.								
Assam-Bengal	*1926-27*	*27,1*	*104,6*	*72,1*	*176,7*	*36,5*	*26,6*	*63,1*
	1927-28	26,4	113,1	82,8	195,9	35,8	30,2	66,0
Bengal and North-Western	*1926-27*	*123,6*	*34,6*	*241,3*	*275,9*	*135,3*	*57,4*	*192,7*
	1927-28	139,8	34,9	237,2	272,1	152,0	55,4	207,4
Bombay, Baroda and Central India	*1926-27*	*244,6*	*43,6*	*120,3*	*163,9*	*148,5*	*181,0*	*329,5*
	1927-28	262,1	46,9	109,7	156,6	134,4	181,1	315,5
Burma	*1926-27*	*63,2*	*124,9*	*126,9*	*251,8*	*174,4*	*56,9*	*231,3*
	1927-28	65,5	127,2	137,3	264,5	190,5	65,8	256,3
Eastern Bengal	*1926-27*	*73,5*	*65,8*	*38,2*	*104,0*	*141,0*	*5,9*	*146,9*
	1927-28	97,3	48,5	39,4	87,9	129,3	6,6	135,9
Jodhpur	*1926-27*	*22,0*	*40,7*	*24,0*	*64,7*	*36,3*	*1,0*	*37,3*
	1927-28	24,9	37,6	22,6	60,2	39,5	8	40,3
Madras and Southern Mahratta	*1926-27*	*168,4*	*56,7*	*80,4*	*137,1*	*242,1*	*71,3*	*313,4*
	1927-28	162,7	59,1	79,8	138,9	225,6	74,1	299,7
Nizam's Guaranteed State	*1926-27*	*46,2*	*Nil*	*10,0*	*10,0*	*29,5*	*2,5*	*32,0*
	1927-28	48,7	*Nil*	10,5	10,5	31,8	1,5	33,3
Rohilkund and Kumaon	*1926-27*	*15,5*	*44,3*	*23,1*	*67,4*	*10,0*	*1,2*	*11,2*
	1927-28	15,6	49,6	27,1	76,7	14,0	1,7	15,7
South Indian	*1926-27*	*228,6*	*26,3*	*83,8*	*110,1*	*142,0*	*65,4*	*207,4*
	1927-28	227,6	33,2	101,1	134,3	147,4	68,3	215,7
Total	*1926-27*	*1,017,7*	*541,5*	*820,1*	*1,361,6*	*1,095,6*	*469,2*	*1,564,8*
	1927-28	1,070,6	550,1	847,5	1,397,6	1,100,2	485,5	1,585,7
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	*1926-27*	*21,0*			*65,4*			*48,0*
	1927-28	26,7			65,4			48,9
Bombay, Baroda and Central India	*1926-27*	*Nil*			*17,0*			*4*
	1927-28	1			16,3			2
Eastern Bengal	*1926-27*	*3,8*			*8,3*			*Nil*
	1927-28	6,8			8,3			*Nil*
Great Indian Peninsula	*1926-27*	*Nil*			*23,8*			*1*
	1927-28	*Nil*			23,2			2
Jodhpur	*1926-27*	*Nil*			*1,8*			*Nil*
	1927-28	*Nil*			1,8			*Nil*
North Western (2′ 6″ Gauge)	*1926-27*	*15,0*			29,2			*41,0*
	1927-28	14,1			30,2			46,8
North Western (2′ 0″ Gauge)	*1926-27*	*Nil*			*5,8*			*2*
	1927-28	*Nil*			6,5			2
South Indian	*1926-27*	*Nil*			*12,2*			*Nil*
	1927-28	*Nil*			11,8			*Nil*
Total	*1926-27*	*39,8*			*163,5*			*89,7*
	1927-28	47,7			163,5			96,3
Total Class I Railways	*1926-27*	*3,877,0*			*1,992,6*			*5,781,5*
	1927-28	4,096,4			2,026,7			6,002,7

for the years 1926-27 and 1927-28. (In hundreds).

Main and Branch trains.		Shunting.		§ "Other".		Total siding.	Departmental.		Total Engine hours (Cols. 10 to 18).
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.		‡ Passenger.	‡ Goods.	
10	11	12	13	14	15	16	17	18	19
236,8	*554,1*	*95,6*	*545,6*	*49,4*	*208.9*	*62,9*	*2,0*	*89,7*	*1,855,0*
263,8	663,8	97,7	578,7	64,8	276,8	55,7	2,6	106,5	2,110,4
252,7	*244,0*	*31,3*	*189,2*	*106,3*	*48,7*	*Nil*	*7*	*50,9*	*923,8*
246,7	235,9	42,8	170,0	100.6	59,4	1,2	1,4	68,2	926,2
218,7	*181,5*	*56,3*	*237,2*	*36,9*	*14,4*	*27,9*	*4,7*	*50,9*	*828,5*
255,4	192,3	61,6	254,4	58,6	20,6	25,3	*5.2*	59,4	932.8
706,5	*1,391,3*	*132,8*	*1,117,5*	*182,5*	*345,4*	*219,1*	*23,3*	*243,7*	*4,362,1*
740,6	1,416.8	133,2	1,046,5	211,5	339,5	195,7	25,9	297,8	4,407.5
610.7	*813,7*	*87.9*	*452,9*	*160.8*	*261,7*	*5,4*	*6,6*	*211,8*	*2,611,5*
603.5	827,7	86,5	434.6	152,2	269,3	5,7	8,2	212,8	2,600.5
198,4	*222,1*	*33,0*	*159,9*	*55.6*	*46,8*	*Nil*	*3,7*	*89,9*	*809,4*
195,2	219,9	29,3	157,0	69,9	64,1	*Nil*	5,4	62,8	803,6
33,9	*55.5*	*3,9*	*34,2*	*10,6*	*10,0*	*Nil*	*4*	*19,6*	*168,1*
36,8	54.0	4,8	34,1	14,4	16,5	*Nil*	4	15,7	176,7
795,1	*745,5*	*219,0*	*532.0*	*56,2*	*93,1*	*19,3*	*8,8*	*292,7*	*2,761,7*
858,3	805,4	194,6	598,1	137.1	149,7	20,3	10,2	297,9	3,071.6
82,9	*60.6*	*15,8*	*47,0*	*36,6*	*19,1*	*Nil*	*14,4*	*31,9*	*308,3*
89,1	59,2	16,0	49,0	35.3	21,2	*Nil*	16,8	39,7	226,3
3,135,7	*4,278,3*	*675.6*	*3,315.5*	*694,9*	*1,048,1*	*334,6*	*84,6*	*1,081,1*	*14,628,4*
3,289,4	4,475,0	666.5	3,322,4	844,4	1,217,1	303,9	76,1	1,160,8	15,355.6
116,1	*150,8*	*16,1*	*123,2*	*16,3*	*28,6*	*5*	*1,5*	*13,3*	*466,4*
123,1	165,2	16,7	142,7	16,4	34,2	6	1,3	20,6	520,8
294,4	*302,8*	*26,4*	*241,3*	*82,6*	*67,1*	*Nil*	*3,2*	*66,9*	*1,089,7*
307,7	311,6	30,9	242,5	83,4	69,8	*Nil*	8,5	76,3	1,130,7
356,7	*381,3*	*48,2*	*199,0*	*76,2*	*62,4*	*2,9*	*1*	*86,7*	*1,213,5*
358,9	375,3	51,9	207,2	78,4	73,7	2,7	2	80,0	1,228,3
223,7	*322,6*	*55,9*	*214,9*	*80,4*	*57,5*	*46,1*	*5*	*143,3*	*1,145,4*
237,2	349,1	59,8	239,7	72,7	57,0	64,8	7	170,4	1,251,4
159,6	*164,8*	*42,7*	*154,8*	*15,1*	*9,4*	*4,3*	*1,4*	*67,5*	*619,6*
165,1	156,0	36,8	161,4	26,2	14,6	3,2	1,2	53,3	617,8
51 3	*72,7*	*12,7*	*50,1*	*21,3*	*24,4*	*Nil*	*5*	*7,2*	*240,2*
53,5	71,9	13,1	50,5	22,5	21,3	*Nil*	4	10,9	244,1
232,3	*336,6*	*31,9*	*154,5*	*26,3*	*79,1*	*Nil*	*1,8*	*64,1*	*976,6*
227,9	373,4	31,5	164,0	35,0	83,5	*Nil*	2,6	74,6	992,5
53,3	*34,9*	*4,8*	*19,0*	*13,3*	*7,4*	*Nil*	*1,2*	*11,4*	*145,3*
55,6	36,9	6,4	17,0	15,8	13,8	*Nil*	1,3	9,8	156,6
45,8	*48,3*	*5,8*	*41,1*	*12,2*	*16,5*	*1*	*1,7*	*26,5*	*198,0*
51,5	56,5	6,0	40,8	14,7	17,6	1	1,7	22,8	211,7
306,5	*239,6*	*52,1*	*126,8*	*123,1*	*48,1*	*2,3*	*24,8*	*133,2*	*1,056,5*
325,7	251,9	50,9	129,4	126,7	50,3	5,1	27,2	144,6	1,111,8
1,839,7	*2,104,4*	*296,6*	*1,324,7*	*466,8*	*400,5*	*56,2*	*41,7*	*620,6*	*7,151,2*
1,908,2	2,147,8	304,0	1,395,2	491,8	435,8	76,5	45,1	663,3	7,465,7
134,4		*76,7*			*19,8*		*15,1*		*246,0*
141,0		93,4			23,3		13,8		271,5
17,4		*5,7*			*6,8*		*3*		*30,2*
16,6		6,3			5,4		9		29,2
12,1		*1,4*			*6,7*		*2,6*		*22,8*
15,1		1,5			4,9		3,1		24,6
23,9		*7,8*			*3,2*		*2,8*		*37,7*
23,4		8,4			3,6		1,7		37,1
1,8		*Nil*			*5*		*Nil*		*2,3*
1,8		*Nil*			5		1		2,4
85,2		*34,3*			*11,2*		*8,5*		*139,2*
91,1		34,8			18,3		10,7		154,9
6,0		*9*			*3,0*		*1,5*		*11,4*
6,7		5			4		1,3		8,9
12,2		*1,4*			*5,4*		*6*		*19,6*
11,8		1,8			5,6		8		20,0
293,0		*128,2*			*56,6*		*31,4*		*509,2*
307,5		146,7			62,0		32,4		548,6
11,651,1		*5,740.6*			*3,057,7*		*1,839,4*		*22,288,8*
12,125,9		5,834,8			3,431,5		1,977,7		23,369,9

§ "Other" includes Assisting required, Assisting not required and Light.
‡ Including proportion of mixed.

19.—Statement of vehicle Miles of Class I

Railway.	Year.	PASSENGER AND PROPORTION OF MIXED.			GOODS			
					Goods.			
					Main lines.			
		Passenger.	Passenger proportion of mixed.	Total.	Loaded.	Empty.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1926-27*	*70,536*	*2,329*	*73,415*	*107,546*	*43,048*	*150,564*	*71·4*
	1927-28	76,902	2,842	79,744	123,401	47,897	171,298	72·0
Bombay, Baroda and Central India	*1926-27*	*73,426*	*8,437*	*81,863*	*60,568*	*22,360*	*82,928*	*73·1*
	1927-28	70,021	13,555	83,576	60,068	22,175	82,243	73·0
Eastern Bengal	*1926-27*	*62,828*	*903*	*63,731*	*47,282*	*17,667*	*64,949*	*72·8*
	1927-28	70,034	1,986	72,020	51,967	16,986	68,953	75·4
East Indian	*1926-27*	*267,965*	*9,440*	*277,405*	*369,048*	*222,543*	*591,591*	*62·4*
	1927-28	291,680	7,222	298,902	383,429	231,764	615,193	62·3
Great Indian Peninsula	*1926-27*	*184,300*	*4,445*	*188,745*	*191,301*	*78,247*	*269,548*	*71·0*
	1927-28	188,947	4,767	193,714	199,686	76,814	276,500	72·2
Madras and Southern Mahratta	*1926-27*	*52,210*	*2,287*	*54,497*	*43,363*	*17,225*	*60,588*	*71·6*
	1927-28	52,910	2,161	55,071	45,617	17,756	63,373	72·0
Nizam's Guaranteed State.	*1926-27*	*8,824*	*470*	*9,294*	*13,352*	*5,177*	*18,529*	*72·1*
	1927-28	9,345	652	9,997	13,606	5,662	19,268	70·6
North Western	*1926-27*	*224,933*	*43,148*	*268,081*	*161,814*	*53,719*	*215,533*	*75·1*
	1927-28	244,113	36,560	280,673	181,990	70,317	252,307	72·1
South Indian	*1926-27*	*17,526*	*3,829*	*21,355*	*12,980*	*4,286*	*17,266*	*75·2*
	1927-28	19,425	3,436	22,861	13,582	3,512	17,094	79·5
Total	*1926-27*	*962,598*	*75,788*	*1,038,386*	*1,007,224*	*464,272*	*1,471,496*	*68·4*
	1927-28	1,023,377	73,181	1,096,558	1,073,346	492,883	1,566,229	68·5
3′ 3¾″ GAUGE.								
Assam Bengal	*1926-27*	*8,677*	*27,722*	*36,399*	*6,978*	*3,179*	*10,157*	*68·7*
	1927-28	8,734	29,750	38,484	7,769	3,306	11,075	70·1
Bengal and North-Western	*1926-27*	*36,666*	*37,075*	*73,741*	*41,523*	*13,221*	*54,744*	*75·8*
	1927-28	40,542	37,387	77,929	44,648	13,109	57,757	77·3
Bombay, Baroda and Central India	*1926-27*	*71,236*	*30,806*	*102,042*	*48,566*	*19,346*	*67,912*	*71·5*
	1927-28	76,923	29,922	106,845	49,954	18,804	68,758	72·7
Burma	*1926-27*	*22,923*	*53,241*	*76,164*	*52,803*	*17,661*	*70,464*	*74·9*
	1927-28	24,666	56,776	81,442	60,377	18,968	79,345	76·1
Eastern Bengal	*1926-27*	*27,355*	*25,913*	*53,268*	*37,238*	*15,169*	*52,407*	*71·1*
	1927-28	34,848	19,611	54,459	38,363	15,514	53,877	71·2
Jodhpur	*1926-27*	*8,482*	*8,922*	*17,404*	*10,415*	*6,703*	*17,118*	*60·8*
	1927-28	9,406	8,899	18,305	12,437	7,507	19,944	62·4
Madras and Southern Mahratta	*1926-27*	*40,556*	*15,721*	*56,277*	*49,423*	*16,030*	*65,453*	*75·5*
	1927-28	41,030	15,736	56,766	51,841	15,385	67,226	77·1
Nizam's Guaranteed State.	*1926-27*	*9,981*	*1,553*	*11,534*	*9,434*	*2,225*	*11,659*	*80·9*
	1927-28	10,427	1,577	12,004	10,197	2,460	12,657	80·6
Rohilkund and Kumaon	*1926-27*	*4,407*	*8,712*	*13,119*	*1,761*	*1,055*	*2,816*	*62·5*
	1927-28	4,558	9,486	14,044	2,525	1,198	3,723	67·8
South Indian	*1926-27*	*67,474*	*19,166*	*86,640*	*38,593*	*16,149*	*54,742*	*70·5*
	1927-28	68,469	23,971	92,440	40,518	16,731	57,249	70·8
Total	*1926-27*	*297,757*	*228,831*	*526,588*	*296,734*	*110,738*	*407,472*	*72·8*
	1927-28	319,603	233,115	552,718	318,629	112,982	431,611	73·8
2′ 6″ & 2′ 0″ GAUGES.					Loaded.		Empty.	
Bengal-Nagpur	*1926-27*	*5,015*	*14,186*	*19,201*	*7,501*		*4,270*	
	1927-28	7,758	12,634	20,392	7,171		4,084	
Bombay, Baroda and Central India	*1926-27*	*3*	*2,396*	*2,399*	*33*		*10*	
	1927-28	7	1,994	2,001	25		6	
Eastern Bengal	*1926-27*	*291*	*794*	*1,085*	..		..	
	1927-28	509	804	1,313	..		..	
Great Indian Peninsula	*1926-27*	*1*	*3,398*	*3,399*	*18*		*8*	
	1927-28	3	3,287	3,290	37		8	
Jodhpur	*1926-27*	..	*144*	*144*	..		...	
	1927-28	1	143	144	1		...	
North-Western 2′ 6″ Gauge	*1926-27*	*1,766*	*5,126*	*6,892*	*3,212*		*1,693*	
	1927-28	1,706	5,189	6,895	3,353		2,040	
North-Western 2′ 0″ Gauge	*1926-27*	*3*	*207*	*210*	*9*		*6*	
	1927-28	1	415	416	9		10	
South Indian	*1926-27*	*1*	*2,037*	*2,038*	..		..	
	1927-28	..	2,047	2,047	..		...	
Total	*1926-27*	*7,080*	*28,288*	*35,368*	*10,773*		*5,987*	
	1927-28	9,985	26,513	36,498	10,596		6,148	
Total Class I Railways	*1926-27*	*1,267,435*	*332,907*	*1,600,342*	*1,625,142*		*721,181*	
	1927-28	1,352,965	332,809	1,685,774	1,741,887		767,737	

Railways for the years 1926-27 and 1927-28. (*In thousands.*)

AND PROPORTION OF MIXED.										DEPARTMENTAL.		BRAKE VANS.	
Branch lines.				GOODS PROPORTION OF MIXED.		TOTAL.§				§ Passenger.	§ Goods.	Passenger and Mixed. (*a*)	Goods. (*b*)
Loaded.	Empty.	Total.	Percentage loaded of total.	Loaded.	Empty.	Loaded.	Empty.	Total.	Percentage loaded of total.				
10	11	12	13	14	15	16	17	18	19	20	21	22	23
46,227	*34,638*	*80,865*	*57·2*	*1,685*	*708*	*155,428*	*78,394*	*233,822*	*66·5*	*253*	*3,476*	*2,196*	*6,227*
55,972	37,512	93,484	59·9	1,037	322	180,410	85,731	266,141	67·8	242	3,785	1,730	7,358
5,742	*3,540*	*9,282*	*61·9*	*11,590*	*6,034*	*77,900*	*31,935*	*109,835*	*70·9*	*146*	*5,742*	*6,219*	*2,374*
5,563	3,231	8,794	63·3	12,563	5,959	78,194	31,365	109,559	71·4	110	5,673	2,455	1,938
3,748	*1,796*	*5,544*	*67·6*	*318*	*77*	*51,348*	*19,540*	*70,888*	*72·4*	*144*	*3,373*	*727*	*1,475*
3,517	1,634	5,151	68·3	482	325	55,966	18,945	74,911	74·7	178	4,104	1,051	1,566
44,133	*22,321*	*66,454*	*66·4*	*2,048*	*651*	*415,229*	*245,515*	*660,744*	*62·8*	*2,832*	*22,000*	*6,339*	*15,242*
47,195	27,053	74,248	63·6	1,357	583	431,981	259,400	691,381	62·5	2,731	36,770	5,322	15,911
35,874	*17,244*	*53,118*	*67·5*	*1,275*	*882*	*228,450*	*96,373*	*324,823*	*70·3*	*163*	*9,399*	*9,611*	*10,650*
42,779	22,378	65,157	65·7	1,279	749	243,744	99,941	343,685	70·9	218	8,681	7,578	10,322
12,207	*4,646*	*16,853*	*72·4*	*4,185*	*1,260*	*59,755*	*23,131*	*82,886*	*72·1*	*623*	*5,138*	*2,223*	*2,955*
13,169	4,471	17,640	74·7	4,675	1,244	63,461	23,471	86,932	73·0	488	7,355	2,476	3,231
38	*14*	*52*	*73·4*	*847*	*646*	*14,237*	*5,836*	*20,073*	*70·9*	*46*	*1,023*	*374*	*574*
11	7	18	59·5	978	694	14,595	6,363	20,958	69·6	45	983	372	587
67,438	*21,961*	*89,399*	*75·4*	*6,005*	*1,865*	*235,257*	*77,545*	*312,802*	*75·2*	*736*	*27,432*	*14,827*	*7,871*
72,024	23,658	95,682	75·3	7,144	2,046	261,158	96,021	357,179	73·1	873	29,264	16,304	8,508
Nil	*Nil*	*Nil*	*Nil*	*2,121*	*572*	*15,101*	*4,858*	*19,959*	*75·7*	*53*	*1,515*	*730*	*890*
Nil	Nil	Nil	Nil	1,961	477	15,543	3,989	19,532	79·6	68	2,569	890	755
215,407	*106,160*	*321,567*	*67·0*	*30,074*	*12,695*	*1,252,705*	*583,127*	*1,835,832*	*68·2*	*4,996*	*79,613*	*43,296*	*48,258*
240,230	119,944	360,174	66·7	31,476	12,399	1,345,062	625,226	1,970,278	68·3	4,953	99,184	38,178	50,176
2,667	*978*	*3,645*	*73·2*	*23,589*	*7,604*	*33,234*	*11,761*	*44,995*	*73·9*	*72*	*695*	*192*	*578*
3,065	1,123	4,188	73·2	26,848	8,121	37,682	12,550	50,232	75·0	37	1,674	166	626
10,537	*3,315*	*13,852*	*76·1*	*18,444*	*6,371*	*70,504*	*22,906*	*93,410*	*75·5*	*231*	*8,654*	*7,917*	*1,856*
10,312	2,879	13,191	78·2	17,717	5,236	72,677	21,224	93,901	77·4	200	8,537	7,994	1,961
50,175	*17,840*	*68,015*	*73·7*	*11,250*	*3,718*	*109,991*	*40,904*	*150,895*	*72·9*	*26*	*3,254*	*3,326*	*4,445*
51,407	18,901	70,308	73·1	15,314	4,765	116,675	42,500	159,175	73·3	33	4,419	4,567	3,411
7,322	*2,667*	*9,989*	*73·3*	*22,987*	*5,699*	*83,112*	*26,028*	*109,140*	*76·1*	*52*	*13,014*	*Nil*	*2,785*
8,780	3,509	12,289	71·5	23,267	5,754	92,424	28,231	120,655	76·6	51	21,297	Nil	3,439
641	*454*	*1,095*	*58·5*	*3,507*	*1,237*	*41,386*	*16,860*	*58,246*	*71·1*	*149*	*4,627*	*1,525*	*1,218*
798	561	1,359	58·7	3,642	1,748	42,803	17,823	60,626	70·6	102	3,470	1,353	1,218
97	*80*	*177*	*55·0*	*8,149*	*4,081*	*18,661*	*10,864*	*29,525*	*63·2*	*45*	*1,529*	*1,388*	*434*
78	77	155	50·2	8,038	3,405	20,553	10,989	31,542	65·2	56	1,991	1,200	518
11,096	*4,905*	*16,001*	*69·3*	*13,664*	*4,609*	*74,183*	*25,544*	*99,727*	*74·4*	*108*	*6,154*	*4,526*	*5,754*
11,837	5,055	16,892	70·1	14,707	4,679	78,385	25,119	103,504	75·7	136	8,984	3,995	6,494
550	*228*	*778*	*70·7*	*566*	*111*	*10,550*	*2,564*	*13,114*	*80·4*	*64*	*681*	*126*	*643*
342	127	469	72·9	781	128	11,320	2,715	14,035	80·7	74	646	150	649
174	*175*	*349*	*49·9*	*7,887*	*3,089*	*9,822*	*4,319*	*14,141*	*69·5*	*133*	*5,959*	*974*	*309*
237	231	468	50·7	8,101	3,090	10,863	4,519	15,382	70·6	109	4,688	1,266	393
11,745	*3,382*	*15,127*	*77·6*	*6,760*	*2,372*	*57,093*	*21,903*	*79,001*	*72·3*	*315*	*11,734*	*1,240*	*4,079*
12,230	3,317	15,547	78·7	7,013	3,045	59,761	23,093	82,854	72·1	361	14,557	1,118	4,110
95,004	*34,024*	*129,028*	*73·6*	*116,803*	*38,891*	*508,541*	*183,653*	*692,194*	*73·5*	*1,195*	*56,301*	*26,214*	*22,101*
99,086	35,780	134,866	73·5	125,428	40,001	543,143	188,763	731,906	74·2	1,159	70,263	21,809	22,819
Total.		Percentage loaded of total.								Total.		Total.	
11,771		*63·7*		*3,708*	*1,221*	*11,209*	*5,491*	*16,700*	*67·1*	*1,813*		*863*	
11,255		63·7		4,685	1,349	11,856	5,433	17,289	68·6	1,598		947	
43		*76·4*		*916*	*612*	*949*	*622*	*1,571*	*60·4*	*36*		*284*	
31		79·3		1,003	630	1,028	636	1,664	61·8	94		186	
..		..		*128*	*40*	*128*	*40*	*168*	*76·4*	*11*		*45*	
..		..		137	62	137	62	199	68·8	43		50	
26		*69·1*		*1,777*	*676*	*1,795*	*684*	*2,479*	*72·4*	*160*		*Nil*	
45		81·5		2,039	756	2,076	764	2,840	73·1	94		Nil	
..		..		*32*	*10*	*32*	*10*	*42*	*76·2*	..		*18*	
1		85·1		36	8	37	8	45	82·2	20		19	
4,905		*65·5*		*908*	*222*	*4,120*	*1,915*	*6,035*	*68·3*	*652*		*901*	
5,393		62·2		1,004	256	4,357	2,296	6,653	65·5	841		939	
15		*61·6*		*126*	*83*	*135*	*89*	*224*	*60·5*	*239*		*63*	
19		46·8		188	125	197	135	332	59·3	..		53	
..		..		*600*	*122*	*600*	*122*	*722*	*83·1*	*78*		*Nil*	
..		..		672	150	672	150	822	81·7	108		Nil	
16,760		*64·3*		*8,195*	*2,986*	*18,968*	*8,973*	*27,941*	*67·8*	*2,989*		*2,174*	
16,744		63·3		9,764	3,336	20,380	9,484	29,844	68·2	2,798		2,194	
2,346,323		*69·3*		*155,072*	*54,572*	*1,780,214*	*775,753*	*2,555,967*	*69·6*	*145,094*		*142,043*	
2,509,624		69·4		166,668	55,736	1,908,555	823,473	2,732,028	69·9	178,357		135,176	

§ Including proportion of mixed.

(*a*) Including Brake Vans run on departmental trains and other light engines run on passenger, mixed and departmental service.

(*b*) Including Brake Vans run on departmental trains and other light engines run on goods and departmental service.

20.—Statement of Running of ‡Trains of Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	Passenger.		Mixed.		Goods.			
						Train miles per train hour.			
		Train miles per train hour.	*Train miles per engine hour.*	Train miles per train hour.	*Train miles per engine hour.*	Main lines.	Branch lines.	Total.	*Train miles per engine hour.*
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal Nagpur	*1926-27*	*18·5*	*11·5*	*11·2*	*6·65*	*11·0*	*9·61*	*10·5*	*3·99*
	1927-28	18·8	11·9	12·2	7·97	10·6	9·04	9·95	3·92
Bombay, Baroda and Central India.	*1926-27*	*20·3*	*12·7*	*14·5*	*11·5*	*10·1*	*10·0*	*10·1*	*4·18*
	1927-28	20·4	12·4	14·0	11·1	10·3	9·08	10·2	4·03
Eastern Bengal	*1926-27*	*17·4*	*12·1*	*11·8*	*6·28*	*7·95*	*5·84*	*7·70*	*2·72*
	1927-28	17·1	11·5	13·1	7·70	8·19	5·11	7·81	2·70
East Indian	*1926-27*	*21·2*	*14·4*	*14·9*	*7·95*	*10·3*	*7·83*	*9·84*	*4·14*
	1927-28	21·3	14·4	15·0	6·71	10·2	8·00	9·85	4·24
Great Indian Peninsula	*1926-27*	*21·3*	*14·7*	*13·0*	*8·30*	*10·1*	*10·3*	*10·2*	*4·73*
	1927-28	20·9	15·1	14·1	8·56	10·4	10·3	10·4	4·89
Madras & Southern Mahratta	*1926-27*	*18·3*	*12·5*	*10·9*	*7·41*	*9·28*	*9·16*	*9·24*	*3·86*
	1927-28	18·9	12·4	11·1	7·15	10·0	10·1	10·0	4·25
Nizam's Guaranteed State	*1926-27*	*22·2*	*15·9*	*12·9*	*7·00*	*9·39*	*9·54*	*9·39*	*4·33*
	1927-28	21·9	14·6	12·8	6·63	9·83	10·3	9·83	4·41
North Western	*1926-27*	*19·1*	*14·4*	*13·4*	*9·40*	*9·71*	*9·22*	*9·53*	*4·17*
	1921-28	19·1	13·9	13·6	9·45	10·1	9·00	9·68	4·11
South Indian	*1926-27*	*18·8*	*11·5*	*12·0*	*5·76*	*11·2*	*Nil*	*11·2*	*4·18*
	1927-28	19·5	12·4	12·7	5·31	11·1	*Nil*	11·1	3·81
Average for 5′ 6″ gauge	*1926-27*	*19·9*	..	*13·5*	..	*10·1*	*9·13*	*9·84*	..
	1927-28	20·1	..	13·5	..	10·2	9·02	9·88	..
3′ 3⅜″ Gauge.									
Assam Bengal	*1926-27*	*15·9*	*12·5*	*11·0*	*6·46*	*9·43*	*8·43*	*9·01*	*4·34*
	1927-28	16·1	12·7	10·8	6·36	9·76	8·43	9·15	3·90
Bengal & North Western	*1926-27*	*14·9*	*9·81*	*11·7*	*8·31*	*8·51*	*7·24*	*8·13*	*3·10*
	1927-28	15·4	10·0	11·8	8·60	8·34	7·17	8·03	3·09
Bombay, Baroda and Central India.	*1926-27*	*16·3*	*11·5*	*12·7*	*10·5*	*11·0*	*10·6*	*10·8*	*5·31*
	1927-28	16·4	11·9	12·7	10·1	11·4	10·6	11·0	5·23
Burma	*1926-27*	*17·4*	*8·59*	*13·3*	*8·20*	*9·02*	*10·4*	*9·35*	*3·55*
	1927-28	17·5	9·10	13·3	8·26	8·90	10·1	9·22	3·39
Eastern Bengal	*1926-27*	*15·9*	*9·77*	*12·5*	*10·1*	*7·61*	*7·20*	*7·59*	*3·00*
	1927-28	15·3	10·5	11·9	8·45	8·40	7·55	8·36	3·23
Jodhpur	*1926-27*	*18·8*	*9·05*	*13·3*	*9·75*	*10·2*	*9·80*	*10·2*	*3·57*
	1927-28	18·1	9·07	13·1	9·91	10·5	10·4	10·5	3·78
Madras & Southern Mahratta	*1926-27*	*15·5*	*12·2*	*11·7*	*9·38*	*8·95*	*10·1*	*9·20*	*4·36*
	1927-28	16·3	12·2	12·1	9·84	9·80	9·92	9·80	4·85
Nizam's Guaranteed State	*1926-27*	*18·7*	*13·7*	*14·2*	*10·1*	*9·21*	*8·85*	*9·18*	*4·40*
	1927-28	17·8	12·9	13·6	9·41	9·27	9·29	9·27	4·35
Rohilkund and Kumaon	*1926-27*	*15·8*	*10·4*	*11·5*	*6·08*	*8·49*	*9·33*	*8·57*	*2·08*
	1927-28	15·9	9·93	11·3	6·26	8·75	9·53	8·84	2·54
South Indian	*1926-27*	*15·7*	*9·81*	*12·9*	*7·54*	*9·79*	*9·04*	*9·55*	*4·05*
	1927-28	15·7	9·86	13·0	7·84	9·66	8·92	9·43	3·97
Average for 3′ 3⅜″ gauge	*1926-27*	*16·2*	..	*12·3*	..	*9·18*	*9·68*	*9·33*	..
	1927-28	16·3	..	12·3	..	9·44	9·63	9·50	..
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1926-27*	*13·2*	..	*10·8*	..	..	..	..	*9·33*
	1927-28	13·5	..	11·0	..	..	..	..	9·14
Bombay, Baroda and Central India.	*1926-27*	*14·5*	..	*11·7*	..	..	..	..	*8·79*
	1927-28	12·4	..	11·2	..	..	..	..	9·42
Eastern Bengal	*1926-27*	*7·34*	..	*9·30*	..	..	..	..	..
	1927-28	8·02	..	9·27	..	..	..	..	..
Great Indian Peninsula	*1926-27*	*16·0*	..	*12·4*	..	..	..	..	*11·9*
	1927-28	14·5	..	12·6	..	..	..	..	11·5
Jodhpur	*1926-27*	*8·32*	..	*9·91*	..	..	..	..	*10·0*
	1927-28	12·5	..	10·0	..	..	..	..	9·20
North Western — 2′ 6″ gauge	*1926-27*	*9·61*	..	*11·0*	..	..	..	..	*8·99*
	1927-28	9·83	..	11·0	..	..	..	..	8·43
North Western — 2′ 0″ gauge	*1926-27*	*7·81*	..	*8·41*	..	..	..	..	*7·41*
	1927-28	6·00	..	7·96	..	..	..	..	5·71
South Indian	*1926-27*	*9·50*	..	*12·9*	..	..	..	..	*Nil*
	1927-28	..	..	13·3	..	..	..	..	6·33
Average for 2′ 6″ & 2′ 0″ gauges	*1926-27*	*11·4*	..	*11·2*	..	..	..	..	*9·16*
	1927-28	11·7	..	11·3	..	..	..	..	8·78

‡ Excluding Departmental.

21.—*Statement of Shunting and Light Running of Class I Railways for the years 1926-27 and 1927-28.*

Railway.	Year.	* Passenger and proportion of mixed.		* Goods and proportion of mixed.	
		Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.
1	2	3	4	5	6
5′ 6″ gauge.					
Bengal-Nagpur	*1926-27*	*11·1*	*1·04*	*47·9*	*9·45*
	1927-28	9·82	1·55	45·3	10·9
Bombay, Baroda and Central India	*1926-27*	*3·17*	*5·48*	*36·3*	*3·69*
	1927-28	4·53	5·39	32·8	4·38
Eastern Bengal	*1926-27*	*7·51*	*0·28*	*86·0*	*1·20*
	1927-28	7·13	0·11	85·0	1·38
East Indian	*1926-27*	*4·54*	*1·87*	*41·0*	*8·22*
	1927-28	4·29	2·14	37·8	7·30
Great Indian Peninsula	*1926-27*	*3·66*	*1·36*	*27·7*	*5·84*
	1927-28	3·47	1·75	26·1	5·57
Madras and Southern Mahratta	*1926-27*	*4·17*	*2·41*	*36·3*	*5·00*
	1927-28	4·17	2·49	36·3	5·42
Nizam's Guaranteed State	*1926-27*	*2·59*	*2·55*	*32·2*	*8·03*
	1927-28	3·33	3·00	32·6	7·48
North Western	*1926-27*	*7·32*	*0·92*	*35·8*	*6·41*
	1927-28	5·96	1·18	37·1	7·55
South Indian	*1926-27*	*5·69*	*0·39*	*40·2*	*5·09*
	1927-28	5·48	0·64	42·6	8·30
Average for 5′ 6″ gauge	*1926-27*	*5·62*	*1·79*	*39·7*	*6·89*
	1927-28	5·25	1·88	38·0	7·10
3′ 3⅜″ gauge.					
Assam-Bengal	*1926-27*	*7·08*	*0·78*	*39·4*	*3·01*
	1927-28	7·02	0·75	42·5	3·31
Bengal and North-Western	*1926-27*	*3·43*	*0·33*	*42·4*	*0·68*
	1927-28	3·73	0·49	42·1	0·85
Bombay, Baroda and Central India	*1926-27*	*4·80*	*1·51*	*24·2*	*1·91*
	1927-28	4·73	1·31	24·9	2·00
Burma	*1926-27*	*5·58*	*0·99*	*32·2*	*5·51*
	1927-28	3·60	0·84	33·8	4·71
Eastern Bengal	*1926-27*	*9·45*	*0·21*	*59·2*	*0·42*
	1927-28	7·99	0·09	59·8	0·26
Jodhpur	*1926-27*	*7·93*	*0·94*	*29·6*	*0·50*
	1927-28	7·83	0·87	29·5	0·69
Madras and Southern Mahratta	*1926-27*	*4·54*	*0·59*	*20·0*	*2·04*
	1927-28	4·52	0·66	20·9	3·42
Nizam's Guaranteed State	*1926-27*	*2·42*	*4·29*	*28·4*	*4·65*
	1927-28	3·18	4·36	23·8	7·17
Rohilkund and Kumaon	*1926-27*	*4·84*	*1·17*	*39·7*	*1·50*
	1927-28	4·62	1·10	34·5	1·28
South Indian	*1926-27*	*5·57*	*0·28*	*27·8*	*0·54*
	1927-28	5·15	0·38	28·1	1·24
Average for 3′ 3⅜″ gauge	*1926-27*	*5·64*	*0·87*	*31·8*	*2·14*
	1927-28	5·49	0·84	32·4	2·51
2′ 6″ and 2′ 0″ gauges.		Other engine miles per 100 train miles.†			
Bengal Nagpur	*1926-27*	*29·4*			
	1927-28	32·6			
Bombay, Baroda and Central India	*1926-27*	*15·9*			
	1927-28	17·4			
Eastern Bengal	*1926-27*	*6·92*			
	1927-28	5·78			
Great Indian Peninsula	*1926-27*	*13·3*			
	1927-28	14·2			
Jodhpur	*1926-27*	*0·11*			
	1927-28	0·15			
North Western — 2′ 6″ gauge	*1926-27*	*30·1*			
	1927-28	29·7			
North Western — 2′ 0″ gauge	*1926-27*	*9·82*			
	1927-28	5·40			
South Indian	*1926-27*	*4·39*			
	1927-28	5·58			
Average for 2′ 6″ and 2′ 0″ gauges	*1926-27*	*24·7*			
	1927-28	26 2			

* Excluding Departmental.

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not departmental.

22.—*Statement of Engine Usage of Class 1*

Railway.	Year.	Average number of Engines.					Average number in		
		Authorized (excluding engines ordered but not yet handed over to traffic).	On the line.	Under or awaiting repair.	Available for use.	In good repair stored.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal Nagpur	*1926-27*	*754*	*744*	*208*	*536*	..	*84·0*	*9·08*	*199·0*
	1927-28	769	719	182	537	..	98·6	7·03	238·9
Bombay, Baroda and Central India.	*1926-27*	*434*	*434*	*92*	*342*	..	*111·0*	*24·0*	*60·0*
	1927-28	434	418	74	344	..	105·0	31·0	61·0
Eastern Bengal	*1926-27*	*333*	*331*	*66*	*265*	*12*	*95·0*	*3·66*	*55·8*
	1927-28	332	335	69	266	8	105·5	4·31	54·6
East Indian	*1926-27*	*1,690*	*1,645*	*249*	*1,396*	*59*	*291·6*	*34·4*	*467·9*
	1927-28	1,635	1,613	256	1,357	63	308·2	25·1	450·1
Great Indian Peninsula	*1926-27*	*1,257*	*1,278*	*284*	*994*	*51*	*214·0*	*19·0*	*326·0*
	1927-28	1,219	1,187	238	949	46	212·0	19·0	329·0
Madras and Southern Mahratta.	*1926-27*	*296*	*307*	*93*	*214*	..	*78·3*	*11·2*	*55·2*
	1927-28	294	311	84	227	..	74·4	11·1	58·7
Nizam's Guaranteed State.	*1926-27*	*73*	*76*	*18*	*58*	..	*12·6*	*4·31*	*14·9*
	1927-28	73	69	17	52	..	13·6	4·18	15·4
North Western	*1926-27*	*1,433*	*1,433*	*368*	*1,065*	*60*	*242·9*	*96·7*	*268·9*
	1927-28	1,404	1,334	318	1,016	35	271·3	75·1	293·0
South Indian	*1926-27*	*149*	*142*	*27*	*115*	..	*33·0*	*10·0*	*26·0*
	1927-28	149	144	25	119	2	33·0	11·0	25·0
Total	*1926-27*	*6,419*	*6,390*	*1,405*	*4,985*	*182*	*1,162·4*	*212·3*	*1,473·7*
	1927-28	6,309	6,130	1,263	4,867	154	1,221·6	187·8	1,525·7
3′ 3⅜″ Gauge.									
Assam Bengal	*1926-27*	*165*	*163*	*38*	*125*	..	*9·41*	*61·3*	*17·5*
	1927-28	170	169	39	130	..	9·64	63·2	19·2
Bengal and North Western.	*1926-27*	*330*	*352*	*60*	*292*	..	*43·0*	*90·0*	*52·0*
	1927-28	330	350	42	308	..	46·0	88·0	54·0
Bombay, Baroda and Central India.	*1926-27*	*487*	*519*	*114*	*405*	*2*	*97·7*	*60·4*	*94·3*
	1927-28	489	519	104	415	2	100·3	62·5	92·1
Burma	*1926-27*	*379*	*368*	*42*	*326*	..	*31·4*	*87·4*	*70·5*
	1927-28	380	370	45	325	..	32·1	97·0	75·5
Eastern Bengal	*1926-27*	*210*	*235*	*46*	*189*	*5*	*27·7*	*39·4*	*40·5*
	1927-28	209	229	40	189	7	31·1	33·8	37·8
Jodhpur	*1926-27*	*104*	*99*	*18*	*81*	..	*13·0*	*20·0*	*9·00*
	1927-28	105	104	20	84	..	13·0	22·0	10·0
Madras and Southern Mahratta.	*1926-27*	*325*	*358*	*81*	*277*	..	*53·9*	*47·6*	*98·3*
	1927-28	325	351	73	278	..	45·9	44·0	95·6
Nizam's Guaranteed State.	*1926-27*	*76*	*82*	*21*	*61*	..	*18·3*	*3·00*	*8·01*
	1927-28	76	82	23	59	..	19·0	3·00	8·75
Rohilkund and Kumaon	*1926-27*	*75*	*72*	*12*	*60*	..	*4·86*	*24·1*	*3·03*
	1927-28	75	72	10	62	..	5·70	25·9	3·50
South Indian	*1926-27*	*395*	*374*	*66*	*308*	..	*102·7*	*38·9*	*73·1*
	1927-28	400	374	69	305	..	102·2	39·9	71·7
Total	*1926-27*	*2,546*	*2,622*	*498*	*2,124*	*7*	*402·0*	*472·1*	*466·2*
	1927-28	2,559	2,620	465	2,155	9	404·9	479·3	468·2
2′ 6″ and 2′ 0″ Gauges									
Bengal Nagpur	*1926-27*	*134*	*115*	*30*	*85*	..	*7·41*	*23·8*	*14·8*
	1927-28	134	115	22	93	..	11·4	23·3	17·0
Bombay, Baroda and Central India.	*1926-27*	*19*	*18*	*2*	*16*	..	..	*9·00*	..
	1927-28	19	18	2	16	..	..	9·00	..
Eastern Bengal	*1926-27*	*10*	*10*	*1*	*9*	..	*2·05*	*3·15*	..
	1927-28	11	11	2	9	..	2·52	3·13	..
Great Indian Peninsula	*1926-27*	*18*	*18*	*3*	*15*	*1*	..	*8·00*	..
	1927-28	19	19	4	15	4	..	8·00	..
Jodhpur	*1926-27*	*2*	*2*	..	*2*	..	..	*1·00*	..
	1927-28	2	2	..	2	..	1·00	..	..
North Western 2′ 6″	*1926-27*	*98*	*94*	*24*	*70*	*5*	*5·18*	*13·5*	*15·7*
	1927-28	98	87	21	66	6	5·02	13·4	16·6
North Western 2′ 0″	*1926-27*	*18*	*17*	*5*	*12*	..	..	*2·56*	*0·14*
	1927-28	18	17	4	13	3	..	2·32	0·85
South Indian	*1926-27*	*11*	*11*	*2*	*9*	..	..	*4·97*	..
	1927-28	11	11	2	9	..	..	4·99	..
Total	*1926-27*	*310*	*285*	*67*	*218*	*6*	*14·6*	*66·0*	*30·6*
	1927-28	312	280	57	223	13	19·9	64·1	34·5

Railways for the years 1926-27 and 1927-28.

DAILY USE ON—			Spare.	Maximum number in use on any one day.	Engine miles per passenger engine in use per day.	Engine miles per mixed engine in use per day.	Engine miles per goods engine in use per day.	Engine miles per day per engine in use.	Engine miles per day per engine on the line.	Net ton miles per (goods) locomotive day on the line.	Net ton miles per locomotive day of locomotives in use on goods service.
Departmental Service.	Shunting including siding.	Total.									
11	12	13	14	15	16	17	18	19	20	21	22
17·6	*85·3*	*395·0*	*140·9*	*454*	*139·6*	*80·5*	*92·9*	*109·0*	*57·8*	*11,774·1*	*
20·3	86·9	451·7	84·8	500	137·7	102·7	90·2	107·4	67·5	13,775·9	21,923·7
12·0	*55·0*	*262·0*	*80·0*	*277*	*122·8*	*103·7*	*98·3*	*99·8*	*62·1*	*11,333·4*	*
15·0	43·0	255·0	89·0	272	121·0	101·0	91·0	100·0	61·0	12,360·2	20,067·9
11·1	*55·1*	*220·7*	*32·4*	*262*	*106·6*	*84·1*	*68·7*	*93·4*	*62·2*	*8,053·1*	*
13·0	58·9	236·3	21·1	259	108·3	134·1	74·9	96·6	68·2	8,922·3	12,641·5
71·2	*307·7*	*1,172·8*	*164·2*	*1,258*	*135·3*	*75·0*	*88·0*	*93·6*	*66·8*	*13,690·5*	*
78·1	279·7	1,141·2	152·4	1,241	138·0	73·8	92·4	98·6	69·8	15,379·7	21,894·1
21·0	*121·0*	*701·0*	*242·0*	*830*	*163·9*	*62·1*	*73·6*	*105·7*	*58·1*	*8,966·3*	*
28·0	112·0	700·0	203·0	816	166·8	67·2	80·3	107·0	63·2	10,462·5	17,717·8
17·5	*32·4*	*194·6*	*18·9*	*208*	*125·4*	*100·3*	*100·2*	*106·9*	*63·0*	*12,161·1*	*
26·7	32·2	203·1	23·9	213	133·2	100·3	103·9	104·0	67·8	11,900·0	18,214·0
3·88	*6·75*	*42·4*	*15·4*	*54*	*163·2*	*49·6*	*96·6*	*109·7*	*61·1*	*11,240·3*	*
3·44	6·07	42·7	9·78	56	157·6	69·4	91·7	110·9	68·2	13,479·8	21,887·1
57·7	*158·1*	*824·3*	*181·0*	*886*	*136·8*	*93·0*	*78·1*	*97·1*	*55·8*	*13,160·5*	*
58·6	155·0	853·0	128·3	935	141·2	104·9	77·5	101·0	64·7	10,740·5	19,012·5
7·00	*11·0*	*87·0*	*28·0*	*105*	*110·8*	*98·7*	*69·8*	*92·9*	*57·0*	*5,940·1*	*
11·0	10·0	90·0	28·0	101	123·2	82·3	71·9	96·3	59·9	5,818·3	9,316·6
219·0	*832·4*	*3,899·8*	*902·8*	..	*136·5*	*87·5*	*84·7*	*99·3*	*60·8*	*11,673·1*	*
254·1	783·8	3,973·0	740·3	..	139·2	78·3	86·0	102·0	66·1	12,444·7	19,650·0
3·47	*15·0*	*106·7*	*18·6*	*121*	*126·4*	*88·0*	*99·1*	*98·8*	*64·6*	*5,723·0*	*
4·84	17·0	114·0	16·3	131	121·1	92·5	97·8	101·6	68·7	6,303·1	8,778·9
19·0	*32·0*	*236·0*	*56·0*	*254*	*123·0*	*99·0*	*86·0*	*100·0*	*67·0*	*8,434·5*	*
22·0	34·0	244·0	64·0	254	129·3	100·4	87·5	101·0	70·4	7,729·2	10,764·4
16·8	*51·0*	*320·2*	*82·8*	*337*	*114·3*	*97·0*	*108·0*	*100·8*	*62·1*	*7,205·1*	*
17·9	50·7	323·5	89·7	342	120·3	89·1	109·3	100·7	62·7	6,958·3	11,184·6
26·8	*46·0*	*262·1*	*63·9*	*309*	*97·1*	*107·5*	*93·1*	*102·3*	*72·8*	*7,511·6*	*
30·7	48·8	284·1	40·8	306	99·2	100·6	93·4	102·5	85·2	8,614·0	11,201·6
11·5	*42·2*	*161·3*	*22·9*	*194*	*115·8*	*90·5*	*75·9*	*87·5*	*60·1*	*5,068·1*	*
8·59	34·3	145·6	36·6	183	131·0	84·7	82·8	96·9	61·5	5,316·0	8,370·0
3·00	*8·00*	*53·0*	*27·0*	*67*	*87·9*	*116·0*	*110·0*	*104·3*	*56·6*	*4,331·8*	*
4·00	9·00	58·0	26·0	79	101·8	100·0	120·7	101·5	56·0	5,130·3	9,262·7
16·4	*27·3*	*243·5*	*33·5*	*268*	*133·5*	*93·7*	*90·6*	*101·1*	*68·8*	*5,482·7*	*
20·0	28·8	234·3	44·0	275	159·0	106·0	96·9	109·7	73·2	5,736·8	8,586·1
2·32	*7·74*	*39·4*	*21·6*	*49*	*138·3*	*131·2*	*105·9*	*110·4*	*53·1*	*6,441·2*	*
2·10	7·15	40·0	19·3	51	137·3	131·1	105·4	110·9	54·1	6,939·0	14,005·8
5·54	*7·21*	*44·7*	*15·2*	*57*	*145·2*	*91·4*	*91·0*	*98·9*	*61·5*	*5,864·1*	*
4·27	6·95	46·3	15·4	58	124·5	94·1	113·5	114·6	65·0	6,503·6	8,240·0
27·3	*24·7*	*266·7*	*41·5*	*297*	*99·3*	*102·1*	*77·6*	*94·7*	*67·5*	*4,769·9*	*
33·6	18·6	266·0	38·8	303	99·2	122·7	81·3	100·4	71·4	5,145·8	7,242·3
132·1	*261·2*	*1,733·6*	*383·0*	..	*113·0*	*98·4*	*91·6*	*99·0*	*65·4*	*6,318·6*	*
148·0	255·3	1,755·8	390·9	..	119·8	99·3	95·0	102·5	69·2	6,621·1	9,710·3
3·57	*8·74*	*58·3*	*27·0*	*68*	*92·2*	*83·0*	*86·6*	*91·2*	*46·2*	*2,019·7*	*
3·55	10·2	65·5	27·7	76	87·4	86·4	74·8	89·4	51·0	1,965·9	3,442·6
..	..	*9·00*	*7·00*	*10*	..	*70·6*	..	*72·6*	*36·3*	*1,736·3*	*
..	..	9·00	7·00	..	..	65·0	..	68·0	35·0	1,908·2	1,908·2
0·58	..	*5·78*	*3·03*	*8*	*37·7*	*66·7*	..	*60·8*	*36·2*	*449·4*	*
0·69	..	6·34	2·40	9	59·4	67·1	..	69·4	40·4	409·8	702·9
1·00	*1·00*	*10·0*	*4·00*	*12*	..	*100·8*	..	*97·7*	*54·3*	*4,337·4*	*
..	1·00	9·00	2·00	13	..	101·6	..	107·4	50·9	2,745·8	5,491·5
..	..	*1·00*	*0·73*	*1*	*0·14*	*49·9*	*0·11*	*50·2*	*25·1*	*	*
..	..	1·00	1·00	1	..	*49·0*	..	49·9	25·0	676·7	1,353·5
2·70	*6·42*	*43·5*	*22·0*	*51*	*77·2*	*69·9*	*74·6*	*72·9*	*33·6*	*1,255·4*	*
2·59	6·48	44·1	16·7	54	75·5	73·0	74·7	74·6	37·8	863·0	1,891·3
0·31	*0·98*	*3·99*	*3·27*	*5*	*51·3*	*53·0*	*28·7*	*46·5*	*10·7*	*287·4*	*
0·02	0·44	3·63	6·74	5	38·3	61·0	3·29	46·6	9·96	76·4	361·0
0·13	..	*5·10*	*4·07*	*7*	*40·9*	*38·1*	..	*92·1*	*42·8*	*1,340·1*	*
0·23	..	5·22	3·63	6	..	87·8	42·2	92·1	43·7	1,530·4	3,210·5
8·29	*17·1*	*136·6*	*76·1*	..	*74·1*	*78·7*	*78·0*	*81·7*	*39·1*	*1,777·2*	*
7·10	18·1	143·8	67·2	..	80·7	80·4	73·1	82·6	42·4	2,182·1	2,810·4

*Not available.

23.—Statement of Loads of Trains of Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	AVERAGE LOAD PER TRAIN												
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.								Goods and Proportion of mixed.		
				Main lines.				*Branch lines.*				*Main and Branch lines.*		
		No. of vehicles	Gross weight including weight of engine.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.												Tons.	Tons.	Tons.
Bengal Nagpur	1926-27	16·7	392·0	29·4	11·8	41·2	71·4	21·7	16·2	37·9	57·2	403·0	878·3	772·4
	1927-28	15·8	375·3	30·3	11·7	42·0	72·0	22·8	15·2	38·0	59·9	407·5	891·3	781·8
Bombay, Baroda and Central India.	1926-27	15·6	329·3	33·9	12·5	46·4	73·1	22·3	13·7	36·0	61·9	348·4	806·8	705·9
	1927-28	16·1	373·5	35·3	13·0	48·3	73·0	24·6	14·3	38·9	63·3	367·2	775·8	762·6
Eastern Bengal	1926-27	17·1	362·0	37·7	14·1	51·8	72·8	31·0	14·9	45·9	67·6	360·2	918·1	833·4
	1927-28	16·8	359·9	38·6	12·6	51·2	75·4	29·7	13·8	43·5	68·3	359·9	912·5	819·8
East Indian	1926-27	19·2	413·0	31·4	18·9	50·3	62·4	24·3	12·3	36·6	66·4	434·2	965·5	866·0
	1927-28	19·4	418·1	32·2	19·5	51·7	62·3	23·9	13·7	37·6	63·6	445·5	996·5	895·8
Great Indian Peninsula	1926-27	14·6	353·6	30·9	12·7	43·6	71·0	18·1	8·71	26·8	67·5	325·1	801·5	697·0
	1927-28	15·4	378·4	32·2	12·4	44·6	72·2	18·8	9·84	28·6	65·7	343·1	824·5	719·8
Madras and Southern Mahratta.	1926-27	15·1	390·4	33·1	13·1	46·2	71·6	23·6	8·99	32·6	72·4	339·2	821·4	715·8
	1927-28	15·1	397·8	33·0	12·8	45·8	72·0	22·8	7·73	30·5	74·7	341·9	824·8	717·4
Nizam's Guaranteed State.	1926-27	12·1	329·6	27·8	10·3	38·6	72·1	22·3	8·10	30·4	73·4	328·7	758·6	654·6
	1927-28	12·4	333·3	28·4	11·8	40·2	70·6	15·4	10·5	25·9	59·5	342·4	775·0	671·2
North Western	1926-27	18·9	402·0	37·3	12·4	49·7	75·1	27·5	8·96	36·5	75·4	372·5	868·5	766·4
	1927-28	18·1	393·8	37·3	14·4	51·7	72·1	28·4	9·32	37·7	75·3	372·9	887·5	785·5
South Indian	1926-27	13·1	320·9	23·1	7·64	30·7	75·2	Nil	Nil	Nil	Nil	225·1	590·3	492·0
	1927-28	13·4	313·2	24·7	6·38	31·1	79·4	Nil	Nil	Nil	Nil	231·6	584·2	493·3
Average for 5′ 6″ gauge	1926-27	17·1	388·2	32·2	14·8	47·0	68·4	23·2	11·4	34·7	67·0	380·9	883·8	776·0
	1927-28	17·1	390·1	33·0	15·2	48·2	68·5	23·6	11·8	35·4	66·7	390·2	907·2	797·5
3′ 3⅜″ GAUGE.														
Assam Bengal	1926-27	20·1	316·7	20·2	9·22	29·4	68·0	11·9	4·36	16·2	75·0	126·4	339·6	280·4
	1927-28	20·6	317·3	22·2	9·47	31·7	70·0	12·0	4·41	16·4	73·2	145·6	360·8	298·3
Bengal and North-Western.	1926-27	19·0	249·8	36·1	11·5	47·6	75·8	25·3	7·97	33·3	76·1	162·0	369·6	320·6
	1927-28	18·8	244·9	35·2	10·3	45·5	77·3	25·9	7·24	33·14	78·2	177·9	386·0	338·9
Bombay, Baroda and Central India.	1926-27	17·9	224·1	29·7	11·9	41·6	71·5	26·1	9·30	35·4	73·7	170·1	383·3	334·1
	1927-28	17·9	227·0	32·5	12·2	44·7	72·7	26·7	9·82	36·5	73·1	168·9	396·7	343·1
Burma	1926-27	20·9	257·0	33·6	11·2	44·8	74·9	12·4	4·52	16·9	73·3	150·7	411·7	350·5
	1927-28	21·5	260·0	35·6	11·2	46·8	76·1	13·2	5·26	18·4	71·5	207·7	432·2	370·7
Eastern Bengal	1926-27	23·4	280·1	34·7	14·1	48·8	71·1	15·0	10·6	25·6	58·5	155·3	461·7	410·1
	1927-28	23·4	284·2	35·3	14·3	49·6	71·2	16·1	11·3	27·4	58·7	181·8	461·5	408·1
Jodhpur	1926-27	20·5	256·1	28·2	18·1	46·3	60·8	10·2	8·39	18·6	55·0	118·9	329·3	271·5
	1927-28	20·4	259·7	30·0	18·1	48·1	62·4	9·28	9·19	18·5	50·2	132·9	351·9	294·7
Madras and Southern Mahratta.	1926-27	15·6	227·5	22·8	7·39	30·2	75·5	15·5	6·85	22·4	69·3	124·9	312·0	258·4
	1927-28	15·5	213·7	23·5	6·99	30·5	77·1	16·1	6·88	23·0	70·1	132·4	316·3	267·7
Nizam's Guaranteed State.	1926-27	11·3	186·9	34·8	8·20	43·0	80·9	24·5	10·2	34·7	70·7	228·5	611·2	440·0
	1927-28	11·5	188·7	34·6	8·35	43·0	80·5	24·6	9·14	33·7	73·0	228·0	505·8	434·8
Rohilkund and Kumaon	1926-27	17·9	243·5	20·7	12·4	33·1	62·5	15·5	12·7	33·2	49·9	154·2	344·5	294·4
	1927-28	18·5	241·6	20·6	9·77	30·4	67·8	15·2	14·7	29·9	50·7	144·6	331·2	280·7
South Indian	1926-27	18·2	208·8	27·8	11·6	39·4	70·5	19·9	5·72	25·6	77·6	131·3	359·8	303·0
	1927-28	18·6	211·1	28·5	11·7	40·2	70·9	20·1	5·44	25·5	78·8	135·7	361·7	305·1
Average for 3′ 3⅜″ gauge	1926-27	18·1	239·2	29·5	11·0	40·5	72·8	20·9	7·49	28·4	73·6	156·7	372·4	317·0
	1927-28	18·3	240·0	30·7	10·8	41·5	73·8	21·2	7·65	28·8	73·5	164·2	385·5	328·0
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur	1926-27	..	..	..	..	..	..	..	..	..	..	74·3	228·4	175·6
	1927-28	..	..	..	..	..	..	..	..	..	..	68·7	218·9	166·5
Bombay, Baroda and Central India.	1926-27	..	..	..	..	..	..	..	..	..	..	47·7	134·9	104·9
	1927-28	..	..	..	..	..	..	..	..	..	..	57·8	150·8	121·9
Eastern Bengal	1926-27	..	..	..	..	..	..	..	..	..	..	23·5	75·3	61·9
	1927-28	..	..	..	..	..	..	..	..	..	..	22·0	76·1	62·7
Great Indian Peninsula	1926-27	..	..	..	..	..	..	..	..	..	..	51·7	200·8	155·7
	1927-28	..	..	..	..	..	..	..	..	..	..	54·7	195·7	151·1
Jodhpur	1926-27	..	..	..	..	..	..	..	..	..	..	25·7	61·7	47·6
	1927-28	..	..	..	..	..	..	..	..	..	..	25·9	61·2	46·8
North Western 2′ 6″ Gauge	1926-27	..	..	..	..	..	..	..	..	..	..	37·5	135·6	90·7
	1927-28	..	..	..	..	..	..	..	..	..	..	36·1	136·6	90·4
2′ 0″ Gauge	1926-27	..	..	..	..	..	..	..	..	..	..	15·4	63·7	49·1
	1927-28	..	..	..	..	..	..	..	..	..	..	13·2	80·7	66·2
South Indian	1926-27	..	..	..	..	..	..	..	..	..	..	36·1	137·7	91·2
	1927-28	..	..	..	..	..	..	..	..	..	..	42·2	137·0	96·2
Average for 2′ 6″ and 2′ 0″ gauges.	1926-27	..	..	..	..	..	..	..	..	..	..	56·0	134·0	136·4
	1927-28	..	..	..	..	..	..	..	..	..	..	54·1	180·5	132·9

24. Statement of vehicles and wagons and their usage on Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	COACHING STOCK. †Average authorised stock (excluding stock ordered but not handed over to traffic). Passenger carriages.	COACHING STOCK. †Average authorised stock (excluding stock ordered but not handed over to traffic). Other coaching vehicles.	COACHING STOCK. Average number on the line. Passenger Carriages. In units.	COACHING STOCK. Average number on the line. Passenger Carriages. In term of 4-wheelers.	COACHING STOCK. Average number on the line. Other Coaching Vehicles. In units.	COACHING STOCK. Average number on the line. Other Coaching Vehicles. In term of 4 wheelers.	COACHING STOCK. Vehicles miles per vehicle day.†	GOODS STOCK. Average authorised stock (excluding wagons ordered but not yet handed over to traffic).†	GOODS STOCK. Average number of wagons owned. In units.	GOODS STOCK. Average number of wagons owned. In terms of 4-wheelers.	GOODS STOCK. Average number of wagons on the line daily pooled and non-pooled.‡	Average starting wagon load (in tons).‡ Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load run during the year (in tons).‡ Traffic.	Wagon miles per wagon day.‡	Net ton miles per wagon day.‡
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 6″ Gauge.																		
Bengal Nagpur	*1926-27*	*992*	*267*	*816*	*	*245*	*	*	*22,491*	*22,497*	*23,962*	*23,620*	*18·6*	*17·7*	*10·3*	*15·3*	*27·4*	*281·4*
	1927-28	1,019	273	860	1,478	247	261	123·4	22,541	22,428	23,966	24,822	19·0	17·5	10·2	14·9	29·7	303·7
Bombay, Baroda and Central India.	*1926-27*	*727*	*308*	*725*	*	*289*	*	*	*11,123*	*10,445*	*10,698*	*10,662*	*15·5*	*13·3*	*9·53*	*11·8*	*28·5*	*240·8*
	1927-28	733	309	728	1,365	287	318	129·5	11,243	10,571	10,838	9,902	16·9	15·3	9·61	12·1	30·1	260·6
Eastern Bengal	*1926-27*	*633*	*315*	*585*	*	*263*	*	*	*8,405*	*8,388*	*8,459*	*8,941*	*16·1*	*13·4*	*8·11*	*9·87*	*21·7*	*155·4*
	1927-28	630	331	614	1,145	268	272	141·3	8,410	8,337	8,414	8,858	17·2	13·4	8·02	9·81	23·0	169·3
East Indian	*1926-27*	*2,811*	*1,320*	*2,491*	*	*1,154*	*	*	*52,719*	*50,748*	*51,062*	*49,734*	*18·2*	*13·0*	*9·70*	*14·4*	*36·3*	*329·3*
	1927-28	2,845	1,342	2,679	4,613	1,225	1,336	140·0	51,629	50,278	50,608	50,403	18·5	13·7	9·82	14·4	37·3	338·1
Great Indian Peninsula.	*1926-27*	*1,569*	*788*	*1,683*	*	*907*	*	*	*19,483*	*20,577*	*21,965*	*19,914*	*18·7*	*15·8*	*14·4*	*11·8*	*44·7*	*371·9*
	1927-28	1,480	795	1,557	2,596	834	922	151·9	18,898	19,681	21,067	19,356	19·1	15·6	11·2	12·1	48·3	417·2
Madras and Southern Mahratta.	*1926-27*	*681*	*220*	*728*	*	*227*	*	*	*5,576*	*5,564*	*5,588*	*6,064*	*16·4*	*12·3*	*7·87*	*11·8*	*37·1*	*319·8*
	1927-28	683	236	724	1,091	247	258	116·2	5,651	5,523	5,547	5,890	17·5	13·0	8·12	11·9	40·1	352·7
Nizam's Guaranteed State.	*1926-27*	*83*	*51*	*118*	*	*53*	*	*	*1,773*	*1,933*	*1,933*	*1,901*	*17·8*	*14·2*	*6·59*	*12·3*	*29·5*	*259·8*
	1927-28	86	51	118	188	53	54	119·5	1,793	1,951	1,951	1,806	17·7	14·5	6·23	12·8	32·0	285·7
North-Western	*1926-27*	*2,708*	*1,262*	*2,407*	*	*1,314*	*	*	*29,372*	*28,858*	*29,526*	*30,215*	*18·0*	*15·4*	*9·80*	*11·5*	*28·1*	*244·4*
	1927-28	2,828	1,321	2,564	4,580	1,360	1,415	129·2	29,881	29,715	30,408	30,275	17·8	14·6	8·60	11·4	31·8	267·8
South Indian	*1926-27*	*278*	*91*	*205*	*	*76*	*	*	*1,829*	*1,539*	*1,551*	*1,494*	*17·5*	*14·2*	*8·67*	*10·3*	*36·4*	*283·0*
	1927-28	275	99	212	419	78	83	126·2	1,808	1,675	1,687	1,466	17·8	14·4	8·96	9·96	36·2	288·5
Total and average	*1926-27*	*10,482*	*4,622*	*9,758*	*	*4,623*	*	*	*152,771*	*150,479*	*154,744*	*152,545*	..	..	..	*12·9*	*33·1*	*292·7*
	1927-28	10,579	4,757	10,066	17,475	4,599	4,919	135·0	151,854	150,159	154,486	152,778	..	..	..	13·0	34·8	311·2
3′ 3¾″ Gauge.																		
Assam Bengal	*1926-27*	*468*	*127*	*468*	*	*127*	*	*	*4,656*	*4,656*	*4,954*	*5,010*	*10·1*	*7·88*	*5·45*	*6·42*	*24·4*	*111·3*
	1927-28	483	127	483	905	127	139	113·6	4,668	4,638	4,950	5,052	10·2	8·30	5·52	6·46	27·0	131·8
Bengal and North Western.	*1926-27*	*1,261*	*235*	*1,133*	*	*221*	*	*	*9,839*	*10,871*	*11,173*	*10,822*	*9·44*	*9·34*	*7·18*	*6·56*	*22·1*	*110·2*
	1927-28	1,266	235	1,110	1,528	216	217	109·4	9,991	11,009	11,311	11,044	9·46	9·37	7·23	7·07	22·5	124·0
Bombay, Baroda and Central India.	*1926-27*	*1,568*	*327*	*1,465*	*	*320*	*	*	*9,828*	*9,367*	*10,926*	*10,927*	*3·90*	*3·27*	*6·02*	*6·53*	*37·2*	*180·2*
	1927-28	1,569	325	1,486	2,490	289	325	101·3	9,866	9,618	11,245	11,243	3·62	3·24	5·76	6·11	38·0	17·1
Burma	*1926-27*	*908*	*261*	*908*	*	*261*	*	*	*9,743*	*9,743*	*10,426*	*9,959*	*11·3*	*10·6*	*6·86*	*7·67*	*31·5*	*183·9*
	1927-28	969	290	941	1,598	286	342	117·6	9,981	9,913	10,952	10,652	11·3	11·1	7·05	7·98	34·0	207·6
Eastern Bengal	*1926-27*	*700*	*328*	*723*	*	*325*	*	*	*4,854*	*4,896*	*6,480*	*6,388*	*8·36*	*7·93*	*6·42*	*5·92*	*24·9*	*105·1*
	1927-28	670	327	706	1,180	327	334	106·0	4,869	4,898	6,485	6,270	8·68	7·76	6·27	5·89	26·0	107·9
Jodhpur	*1926-27*	*194*	*57*	*192*	*	*46*	*	*	*2,363*	*2,369*	*2,598*	*2,375*	*9·99*	*7·42*	*3·60*	*5·45*	*33·8*	*118·8*
	1927-28	226	61	214	351	61	73	126·0	2,317	2,310	2,518	2,252	9·11	7·48	4·14	5·56	37·5	138·8
Madras and Southern Mahratta.	*1926-27*	*1,003*	*129*	*936*	*	*164*	*	*	*6,700*	*7,045*	*7,472*	*7,343*	*7·94*	*6·36*	*4·85*	*6·29*	*36·8*	*174·2*
	1927-28	1,002	141	964	1,446	178	189	97·0	6,712	7,070	7,493	7,323	8·23	7·16	4·58	6·45	38·1	189·0
Nizam's Guaranteed State.	*1926-27*	*152*	*41*	*152*	*	*41*	*	*	*1,043*	*1,043*	*1,045*	*1,047*	*9·87*	*10·2*	*5·97*	*7·25*	*34·6*	*203·2*
	1927-28	152	41	152	226	41	45	127·3	1,043	1,043	1,045	1,055	9·99	10·0	5·80	7·19	37·0	215·5
Rohilkund & Kumaon.	*1926-27*	*251*	*64*	*251*	*	*66*	*	*	*2,547*	*2,660*	*2,670*	*2,213*	*12·7*	*8·83*	*7·50*	*9·26*	*17·3*	*99·6*
	1927-28	249	73	249	361	75	75	105·4	2,561	2,636	2,646	2,209	11·9	8·87	7·42	9·42	19·0	107·0
South Indian	*1926-27*	*1,339*	*225*	*1,130*	*	*195*	*	*	*3,956*	*3,872*	*6,937*	*5,966*	*8·30*	*7·13*	*6·29*	*5·48*	*35·6*	*143·6*
	1927-28	1,292	213	1,150	2,253	197	279	104·3	4,582	4,147	6,277	6,322	8·71	7·49	5·36	5·65	35·1	145·8
Total and Average	*1926-27*	*7,844*	*1,794*	*7,413*	*	*1,766*	*	*	*55,529*	*56,522*	*63,681*	*62,050*	..	..	..	*6·49*	*30·5*	*146·6*
	1927-28	7,878	1,833	7,455	12,338	1,797	2,018	107·2	56,590	57,282	64,622	63,422	..	..	..	6·59	31·5	156·0
2′ 6″ & 2′ 0″ Gauges.																		
Bengal Nagpur	*1926-27*	*335*	*42*	*366*	*	*41*	*	*	*1,856*	*1,767*	*3,493*	*3,493*	*	*	*	*4·22*	*13·3*	*88·0*
	1927-28	336	42	362	706	41	66	73·1	1,909	1,828	3,616	3,616	*	*	*	3·98	13·4	36·9
Bombay, Baroda and Central India.	*1926-27*	*56*	*1*	*56*	*	*1*	*	*	*258*	*239*	*364*	*364*	*	*	*	*4·04*	*12·1*	*29·6*
	1927-28	56	1	56	112	1	2	..	258	239	365	365	..	..	..	4·73	12·3	36·7
Eastern Bengal	*1926-27*	*67*	*3*	*67*	*	*3*	*	*	*88*	*93*	*93*	*75*	*4·74*	*3·57*	*4·06*	*2·44*	*6·11*	*11·4*
	1927-28	67	3	66	66	3	3	*Nil*	87	87	87	65	4·42	3·75	3·77	2·44	7·86	14·0
Great Indian Peninsula.	*1926-27*	*44*	*3*	*44*	*	*3*	*	*	*148*	*148*	*291*	*291*	*Nil*	*Nil*	*Nil*	*3·93*	*23·3*	*66·5*
	1927-28	44	3	44	83	3	4	105·7	163	163	322	322	*Nil*	*Nil*	*Nil*	3·87	24·1	68·3
Jodhpur	*1926-27*	*5*	*Nil*	*5*	*	*	*	*	*8*	*8*	*9*	*9*	*	*	*	*3·21*	*12·8*	*31·2*
	1927-28	5	*Nil*	5	8	*Nil*	*Nil*	*Nil*	8	8	9	9	*	*	*	3·03	13·8	34·5
North Western. 2′ 6″ gauge	*1926-27*	*253*	*45*	*245*	*	*47*	*	*	*673*	*650*	*1,062*	*1,047*	*7·91*	*6·90*	*4·01*	*3·91*	*15·1*	*42·1*
	1927-28	254	44	247	422	44	62	41·6	669	647	1,057	1,057	7·77	6·19	3·95	3·81	16·2	42·9
North Western. 2′ 0″ gauge.	*1926-27*	*	*	*	*	*	*	*	*	*	*	*	*2·74*	*2·73*	*2·73*	*3·03*	*	*
	1927-28	12	10	12	24	10	20	26·6	112	112	224	224	2·75	2·73	2·63	1·58	4·04	3·48
South Indian	*1926-27*	*34*	*1*	*34*	*	*1*	*	*	*78*	*78*	*156*	*156*	*	*	*	*2·52*	*12·7*	*26·5*
	1927-28	34	1	34	68	1	2	82·0	78	78	156	156	4·67	4·04	3·48	2·88	14·4	33·9
Total & Average	*1926-27*	*844*	*95*	*817*	*	*96*	*	*	*3,109*	*2,983*	*5,468*	*5,435*	..	..	..	*4·02*	*14·3*	*39·1*
	1927-28	858	104	826	1,489	103	159	63·9	3,284	3,162	5,836	5,814	..	..	..	3·89	14·0	38·0

* Information not available. †In units. ‡ In terms of 4-wheelers.

25.— *Statement of Density of Traffic on Class I Railways for the years 1926-27 and 1927-28.*

Railway.	Year.	†Passenger miles per annum.		†Net ton miles per annum.		*†Gross ton miles per annum.		†Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1926-27* ..	*440,360*	*489,915*	*1,036,744*	*1,151,613*	*3,014,181*	*3,349,553*	*12·5*
	1927-28 ..	423,621	470,560	1,106,694	1,228,834	3,213,901	3,570,014	13·4
Bombay, Baroda and Central India.	*1926-27* ..	*751,990*	*922,629*	*574,058*	*704,321*	*2,486,654*	*3,050,918*	*13·2*
	1927-28 ..	746,755	915,246	593,048	726,853	2,564,464	3,143,087	12·9
Eastern Bengal	*1926-27* ..	*820,557*	*1,041,665*	*577,394*	*740,193*	*3,005,790*	*3,834,392*	*16·3*
	1927-28 ..	835,468	1,060,913	598,776	759,706	3,169,786	4,021,788	17·4
East Indian	*1926-27* ..	*645,621*	*784,161*	*1,220,963*	*1,511,564*	*3,996,312*	*4,584,309*	*16·2*
	1927-28 ..	737,607	917,114	1,252,365	1,563,341	4,109,130	5,096,153	16·4
Great Indian Peninsula	*1926-27* ..	*479,988*	*600,654*	*633,137*	*792,302*	*2,716,552*	*3,399,471*	*14·7*
	1927-28 ..	484,527	606,686	692,421	866,995	2,882,853	3,609,679	15·1
Madras and Southern Mahratta.	*1926-27* ..	*729,052*	*759,457*	*651,063*	*678,216*	*2,854,726*	*2,973,783*	*15·0*
	1927-28 ..	759,299	790,936	706,477	735,914	3,030,867	3,157,153	15·0
Nizam's Guaranteed State.	*1926-27* ..	*357,734*	*357,734*	*413,384*	*413,384*	*1,573,847*	*1,573,847*	*8·63*
	1927-28 ..	345,346	345,346	399,625	399,625	1,521,561	1,521,561	8·23
North Western	*1926-27* ..	*507,444*	*584,872*	*431,332*	*497,146*	*1,900,193*	*2,190,134*	*9·38*
	1927-28 ..	533,336	613,502	456,413	525,017	2,053,619	2,362,300	10·1
South Indian	*1926-27* ..	*473,600*	*473,600*	*351,507*	*351,507*	*1,581,239*	*1,581,239*	*11·0.*
	1927-28 ..	487,152	487,152	343,236	343,236	1,563,364	1,563,364	11·3
Total	*1926-27* ..	*562,454*	*663,780*	*724,781*	*855,350*	*2,745,714*	*3,240,354*	*13·0*
	1927-28 ..	598,149	706,467	768,493	907,658	2,917,943	3,446,349	13·5
3′ 3¾″ GAUGE.								
Assam Bengal	*1926-27* ..	*367,957*	*367,957*	*189,665*	*189,665*	*902,051*	*902,051*	*7·66*
	1927-28 ..	387,636	387,636	221,931	221,931	975,341	975,341	8·12
Bengal and North Western.	*1926-27* ..	*616,093*	*618,953*	*217,597*	*218,607*	*514,424*	*516,812*	*8·46*
	1927-28 ..	666,584	669,682	240,964	242,084	542,959	545,482	8·84
Bombay, Baroda and Central India.	*1926-27* ..	*492,306*	*493,189*	*304,369*	*305,106*	*1,175,891*	*1,176,806*	*11·0*
	1927-28 ..	494,158	494,517	299,688	299,906	1,218,684	1,219,569	11·1
Burma	*1926-27* ..	*368,450*	*403,934*	*327,092*	*363,032*	*1,146,042*	*1,271,965*	*10·1*
	1927-28 ..	398,164	441,319	378,721	419,769	1,265,476	1,402,636	10·7

*Including weight of engine.
†Including Departmental.

25.—Statement of Density of Traffic on Class I Railways for the years 1926-27 and 1927-28—concld.

Railway.	Year.	†Passenger miles per annum.		†Net ton miles per annum.		†Gross ton miles per* annum.		†Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3½″ Gauge—*concld.*								
Eastern Bengal	*1926-27* ..	*627,216*	*631,621*	*275,502*	*277,427*	*1,372,571*	*1,382,171*	*11·0*
	1927-28 ..	660,484	667,032	287,420	290,267	1,462,458	1,476,926	11·6
Jodhpur	*1926-27* ..	*189,920*	*189,920*	*125,050*	*125,050*	*590,055*	*590,055*	*5·55*
	1927-28 ..	190,032	190,032	141,662	141,662	639,895	639,895	5·73
Madras and Southern Mahratta.	*1926-27* ..	*308,545*	*308,545*	*241,985*	*241,985*	*1,013,472*	*1,013,472*	*10·5*
	1927-28 ..	311,571	311,571	267,175	267,175	1,069,615	1,069,615	10·6
Nizam's Guaranteed State.	*1926-27* ..	*320,785*	*330,623*	*129,982*	*133,968*	*612,386*	*631,169*	*6·23*
	1927-28 ..	330,690	340,832	138,137	142,374	636,731	656,260	6·35
Rohilkund and Kumaon	*1926-27* ..	*305,620*	*306,241*	*140,712*	*140,998*	*568,953*	*570,109*	*6·16*
	1927-28 ..	325,443	326,104	151,283	151,590	623,531	624,799	6·63
South Indian	*1926-27* ..	*797,211*	*797,211*	*253,675*	*253,675*	*1,441,510*	*1,441,510*	*16·3*
	1927-28 ..	803,448	803,448	257,754	257,754	1,435,021	1,435,021	16·1
Total	*1926-27* ..	*464,215*	*472,478*	*246,697*	*251,088*	*1,055,847*	*1,074,642*	*9·99*
	1927-28 ..	479,932	488,335	264,077	268,701	1,107,107	1,126,491	10·3
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1926-27* ..	*139,668*	*139,668*	*57,355*	*57,355*	*332,392*	*332,392*	*4·67*
	1927-28 ..	142,105	142,105	56,916	56,916	350,732	350,732	4·92
Bombay, Baroda and Central India.	*1926-27* ..	*125,013*	*125,013*	*22,403*	*22,403*	*164,101*	*164,101*	*3·28*
	1927-28 ..	114,310	114,310	31,875	31,875	177,123	177,123	3·39
Eastern Bengal	*1926-27* ..	*199,226*	*199,226*	*6,473*	*6,473*	*137,246*	*137,246*	*6·10*
	1927-28 ..	218,173	218,173	9,040	9,040	165,762	165,762	9·55
Great Indian Peninsula	*1926-27* ..	*146,015*	*146,015*	*36,657*	*36,657*	*274,244*	*274,244*	*4·31*
	1927-28 ..	122,625	122,625	42,120	42,120	270,503	270,503	4·22
Jodhpur	*1926-27* ..	*43,436*	*43,436*	*4,058*	*4,058*	*39,388*	*39,388*	*1·98*
	1927-28 ..	45,060	45,060	5,449	5,449	42,640	42,640	2·08
North Western 2′ 6″	*1926-27* ..	*102,454*	*102,454*	*37,036*	*37,036*	*254,268*	*254,268*	*5·36*
	1927-28 ..	92,965	92,965	35,051	35,051	245,699	245,699	5·20
North Western 2′ 0″	*1926-27* ..	*21,551*	*21,551*	*9,772*	*9,772*	*100,723*	*100,723*	*4·08*
	1927-28 ..	31,734	31,734	8,723	8,723	107,665	107,665	3·43
South Indian	*1926-27* ..	*111,757*	*111,757*	*18,214*	*18,214*	*193,170*	*193,170*	*4·66*
	1927-28 ..	115,301	115,301	21,452	21,452	201,152	201,152	4·62
Total	*1926-27* ..	*122,786*	*122,786*	*40,979*	*40,979*	*271,603*	*271,603*	*4·51*
	1927-28 ..	119,515	119,515	42,093	42,093	281,092	281,092	4·69
Total Class I Railways	*1926-27* ..	*504,385*	*557,994*	*517,245*	*572,220*	*2,009,201*	*2,221,749*	*11·5*
	1927-28 ..	530,961	587,531	549,035	607,531	2,128,611	2,355,399	11·9

* Including weight of Engine.
† Including Departmental.

26.—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Year.	Engines. Average number under or awaiting repair daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on the line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on the line.	Average numbers not available for traffic.—daily. Number undergoing heavy repairs.	Number undergoing light repairs.	Average No. of days engines undergoing heavy repairs were not available for traffic.	Average No. of days engines undergoing light repairs were not available for traffic.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1926-1927*	*86*	*11·5*	*122*	*16·4*	*15*	*2*	*148*	*110*
	1927-1928	87	12·0	96	13·3	15	1	200	159
Bombay, Baroda and Central India	*1926-1927*	*45*	*10·7*	*47*	*11·2*	*12*	*1*	*113*	*25*
	1927-1928	24	5·74	49	11·7	12	3	64	31
Eastern Bengal	*1926-1927*	*32*	*9·72*	*34*	*10·4*	*10*	*8*	*119*	*38*
	1927-1928	29	8·60	41	12·1	12	2	82	52
East Indian	*1926-1927*	*142*	*8·61*	*107*	*6·52*	*41*	*8*	*108*	*40*
	1927-1928	102	6·35	154	9·56	45	12	89	53
Great Indian Peninsula	*1926-1927*	*101*	*7·92*	*183*	*14·4*	*39*	*5*	*93*	*53*
	1927-1928	77	6·49	161	13·6	35	4	80	46
Madras and Southern Mahratta	*1926-1927*	*54*	*17·7*	*39*	*12·6*	*9*	*4*	*164*	*60*
	1927-1928	38	12·3	46	14·8	8	6	91	58
Nizam's Guaranteed State	*1926-1927*	*8*	*10·2*	*10*	*13·6*	*1*	*2*	*86*	*49*
	1927-1928	7	9·93	10	14·4	1	1	114	23
North Western	*1926-1927*	*190*	*13·3*	*178*	*12·4*	*41*	*4*	*140*	*74*
	1927-1928	128	9·61	190	14·2	34	6	136	63
South Indian	*1926-1927*	*16*	*11·3*	*11*	*7·75*	*4*	*1*	*140*	*34*
	1927-1928	15	10·4	10	6·94	4	*Nil*	143	..
Total	*1926-1927*	*674*	*10·5*	*731*	*11·4*	*172*	*35*	*120*	*51*
	1927-1928	507	8·27	757	12·3	166	35	106	55
3′ 3½″ Gauge.									
Assam-Bengal	*1926-1927*	*11*	*6·92*	*27*	*16·2*	*2*	*1*	*140*	*105*
	1927-1928	13	7·46	26	15·3	2	1	158	85
Bengal and North-Western	*1926-1927*	*39*	*11·1*	*21*	*5·97*	*10*	*3*	*136*	*33*
	1927-1928	24	6·86	18	5·14	11	1	74	21
Bombay, Baroda and Central India	*1926-1927*	*68*	*13·1*	*46*	*6·71*	*14*	*3*	*165*	*63*
	1927-1928	58	11·1	47	9·02	13	1	148	54
Burma	*1926-1927*	*23*	*6·27*	*19*	*5·23*	*8*	*1*	*100*	*41*
	1927-1928	26	6·97	19	5·18	7	1	102	48
Eastern Bengal	*1926-1927*	*24*	*10·1*	*22*	*9·28*	*7*	*1*	*113*	*21*
	1927-1928	19	8·33	21	9·20	7	1	85	31
Jodhpur	*1926-1927*	*11*	*11·1*	*7*	*7·07*	*3*	*Nil*	*72*	..
	1927-1928	13	12·5	7	6·73	3	1	87	62
Madras and Southern Mahratta	*1926-1927*	*47*	*13·2*	*34*	*9·39*	*8*	*6*	*122*	*75*
	1927-1928	40	11·5	32	9·19	11	5	94	46
Nizam's Guaranteed State	*1926-1927*	*7*	*8·64*	*14*	*16·7*	*1*	*1*	*93*	*49*
	1927-1928	7	8·60	16	19·0	1	*Nil*	99	..
Rohilkund and Kumaon	*1926-1927*	*7*	*10·1*	*5*	*6·57*	*2*	*1*	*89*	*64*
	1927-1928	6	8·33	4	6·00	3	1	62	27
South Indian	*1926-1927*	*33*	*8·82*	*33*	*8·82*	*9*	*Nil*	*128*	..
	1927-1928	34	9·09	35	9·36	8	*Nil*	151	..
Total	*1926-1927*	*270*	*10·3*	*228*	*8·70*	*64*	*17*	*127*	*60*
	1927-1928	240	9·16	225	8·59	66	12	108	47
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1926-1927*	*15*	*13·4*	*14*	*12·4*	*3*	*Nil*	*160*	..
	1927-1928	9	7·90	12	10·8	3	*Nil*	132	..
Bombay, Baroda and Central India	*1926-1927*	*Nil*	..	*3*	*11·1*	*Nil*	*2*	*Nil*	*22*
	1927-1928	1	5·56	2	11·1	1	*Nil*	36	..
Eastern Bengal	*1926-1927*	*Nil*	..	*1*	*6·90*	*Nil*	*Nil*	..	..
	1927-1928	1	8·81	1	10·0	*Nil*	*Nil*	..	..
Great Indian Peninsula	*1926-1927*	*2*	*11·1*	*1*	*5·56*	*Nil*	*Nil*	..	..
	1927-1928	1	5·26	3	15·8	*Nil*	*Nil*	..	..
Jodhpur	*1926-1927*	*Nil*	..	*Nil*	..	*Nil*	*Nil*	..	..
	1927-1928	*Nil*	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..
North Western 2′ 6″	*1926-1927*	*17*	*17·8*	*7*	*7·19*	*3*	*Nil*	*126*	..
	1927-1928	11	12·3	10	11·6	3	*Nil*	131	..
North Western 2′ 0″	*1926-1927*	*2*	*13·9*	*2*	*14·4*	*Nil*	*Nil*	*Nil*	..
	1927-1928	*Nil*	..	4	24·0	*Nil*	*Nil*	*Nil*	..
South Indian	*1926-1927*	*1*	*9·09*	*1*	*9·09*	*Nil*	*Nil*	*Nil*	..
	1927-1928	*Nil*	..	2	18·2	*Nil*	*Nil*	*Nil*	..
Total	*1926-1927*	*37*	*13·0*	*29*	*10·2*	*6*	*2*	*143*	*22*
	1927-1928	23	8·21	34	12·1	7	*Nil*	118	..
Total Class I Railways	*1926-1927*	*981*	*10·6*	*988*	*10·6*	*242*	*54*	*123*	*53*
	1927-1928	770	8·53	1,016	11·3	239	47	107	55

for the years ended 31st March 1927 and 1928.

Coaching Stock.								Goods Stock.				Hot Boxes-average Number (Monthly).	
Average number under or awaiting repair.—daily.								Average number unserviceable daily.					
In Mechanical Workshops.				In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.			
Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on the line.	Percentage of column 12 to average total No. on the line.	Passenger carriages.	Other Coaching Vehicles.	Percentage of coulmn 15 to average total No. on the line.	Percentage of column 16 to average total No. on the line.	Wagons.	Percentage of column 19 to average No. on the line daily.	Wagons.	Percentage of column 21 to average No. on the line daily.	Coaching	Goods.
11	12	13	14	15	16	17	18	19	20	21	22	23	24
141	*25*	*17·3*	*10·1*	*8*	*1*	*1·02*	*0·37*	*360*	*3·64*	*1,024*	*4·34*	*	*
117	19	13·6	7·63	11	2	1·33	0·74	846	3 41	1,052	4·24	*	482
98	*37*	*13·5*	*12·8*	*9*	*4*	*1·24*	*1·38*	*171*	*1·60*	*167*	*1·57*	*	*
61	26	8·38	9·06	9	4	1·24	1·39	164	1·66	124	1.25	1	57
79	*27*	*13·5*	*10·3*	*3*	*2*	*0·52*	*0·58*	*328*	*3·67*	*140*	*1·56*	*	*
71	15	11·5	5·64	2	2	0·40	0·69	140	1·58	149	1.68	1	79
324	*100*	*13·0*	*8·67*	*8*	*4*	*0·32*	*0·35*	*1,150*	*2·31*	*1,368*	*2·75*	*	*
233	63	8·68	5·14	48	11	1·78	0·90	408	0 81	2,615	5·19	15	678
178	*67*	*10·6*	*7·39*	*74*	*57*	*4·22*	*6·28*	*396*	*1·99*	*638*	*3·20*	*	*
92	37	5·91	4·44	15	4	0·88	0·48	206	1 06	677	3·5)	18	418
106	*25*	*14·6*	*10·8*	*8*	*2*	*1·12*	*0·80*	*401*	*6·60*	*212*	*3·49*	*	*
72	19	9·99	7·58	8	3	1·07	1·04	64	1·10	184	3·12	4	67
15	*5*	*13·0*	*9·49*	*Nil*	*Nil*	..	..	*145*	*7·64*	*35*	*1·83*	*	*
32	7	27·2	13·4	*Nil*	*Nil*	..	..	142	7·84	18	1·01	1	15
218	*87*	*9·07*	*6·59*	*10*	*3*	*0·40*	*0·24*	*1,118*	*3·70*	*538*	*1·78*	*	*
330	134	12·9	9·88	21	11	0·82	0·83	514	1·70	961	3·17	26	433
17	*5*	*8·29*	*6·58*	*6*	*2*	*2·93*	*2·63*	*102*	*6·83*	*26*	*1·74*	*	*
18	6	8·49	7·69	5	1	2·36	1·28	46	3·14	22	1·50	2	3
1,176	*378*	*12·1*	*8·35*	*126*	*75*	*1·29*	*1·65*	*4,671*	*3·06*	*4,148*	*2·72*	*	*
1,026	326	10·2	7·09	119	38	1·18	0·83	2,530	1·66	5,802	3·80	76	2,232
54	*11*	*11·5*	*8·50*	*2*	..	*0·50*	..	*264*	*5·26*	*30*	*0·60*	*	*
44	10	9·11	7·98	4	..	0·74	..	111	2·21	36	0·72	3	19
104	*13*	*9·14*	*5·88*	*9*	*5*	*0·79*	*0·23*	*352*	*3·25*	*111*	*1·03*	*	*
154	19	13·9	8·80	11	1	0·99	0·50	267	2·42	139	1·26	5	44
127	*29*	*8·66*	*9·16*	*14*	*2*	*0·96*	*0·67*	*470*	*4·30*	*102*	*0·93*	*	*
101	20	6·80	6·95	14	2	0·96	0·70	161	1·43	92	0·82	5	37
65	*9*	*7·14*	*3·52*	*19*	*3*	*2·09*	*1·25*	*346*	*3·48*	*146*	*1·47*	*	*
65	15	6·87	5·17	15	3	1·64	1·05	76	0·72	15)	1·41	2	38
70	*26*	*9·71*	*7·94*	*8*	*3*	*1·15*	*1·03*	*300*	*4·69*	*232*	*3·63*	*	*
52	16	7·29	4·83	9	4	1·28	1·13	90	1·44	141	2·25	3	17
16	*6*	*8·33*	*13·0*	*1*	*Nil*	*0·52*	..	*57*	*2·40*	*4*	*0·17*	*	*
15	4	7·01	6·56	1	*Nil*	0·47	..	23	1·02	6	0·27	1	7
157	*17*	*15·9*	*10·3*	*8*	*1*	*0·78*	*0·62*	*440*	*5·99*	*237*	*3·22*	*	*
98	9	10·2	4·90	8	1	0·86	0·70	229	3·13	215	2·93	10	154
13	*3*	*8·56*	*6·39*	*4*	*Nil*	*2·81*	..	*29*	*2·76*	*22*	*2·11*	*	*
19	4	12·2	9·27	4	*Nil*	2·66	..	28	2·63	16	1·52	2	1
23	*5*	*9·24*	*7·44*	*Nil*	*Nil*	*Nil*	..	*73*	*3·30*	*23*	*1·04*	*	*
11	2	4·49	2·58	*Nil*	*Nil*	*Nil*	..	32	1·44	28	1·26	1	11
73	*11*	*6·46*	*5·64*	*53*	*7*	*4·69*	*3·59*	*253*	*4·24*	*489*	*3·20*	*	*
50	9	4·35	4·57	59	9	5·13	4·57	307	4·86	425	6·72	6	9
702	*130*	*9·47*	*7·36*	*118*	*21*	*1·59*	*1·19*	*2,584*	*4·16*	*1,396*	*2·25*	*	*
609	108	8·17	6·01	125	20	1·68	1·11	1,324	2·09	1,248	1·97	38	337
30	*4*	*8·13*	*9·91*	*8*	*1*	*2·23*	*1·43*	*74*	*2·12*	*63*	*1·79*	*	*
16	4	4·33	9·07	7	1	1·83	2·35	64	1·78	76	2·10	*Nil*	4
1	*Nil*	*1·78*	..	*3*	*Nil*	*5·35*	..	*2*	*0·55*	*8*	*2·20*	*	*
1	*Nil*	1·78	..	5	*Nil*	8·93	..	1	0·28	7	1·93	*Nil*	*Nil*
4	*Nil*	*5·72*	..	*1*	*Nil*	*1·72*	..	*1*	*1·86*	*1*	*1·84*	*	*
2	*Nil*	3·22	..	1	*Nil*	1·11	..	*Nil*	..	1	1·80	*Nil*	*Nil*
Nil	*Nil*	..	..	2	*Nil*	*4·55*	..	*Nil*	..	*1*	*0·34*	*	*
Nil	*Nil*	..	..	2	*Nil*	4.55	..	*Nil*	..	1	0·31	*Nil*	*Nil*
Nil	*Nil*	..	..	*Nil*	*Nil*	..	..	*Nil*	..	*Nil*	..	*	*
Nil	*Nil*	..	..	*Nil*	*Nil*	..	..	*Nil*	..	*Nil*	..	*Nil*	*Nil*
16	*4*	*6·65*	*7·68*	*9*	*1*	*3·86*	*1·95*	*31*	*2·91*	*20*	*1·95*	*	*
19	3	7·72	6·48	8	1	3·34	2·49	30	2·87	26	2·42	2	5
Nil	*Nil*	..	..	*Nil*	*Nil*	..	*Nil*	*Nil*	..	*Nil*	..	*	*
Nil	*Nil*	..	..	1	*Nil*	5.33	..	*Nil*	..	1	0·61	*Nil*	*Nil*
Nil	*Nil*	..	..	*4*	*Nil*	*11·8*	..	*Nil*	..	*5*	*3·21*	*	*
Nil	*Nil*	..	..	2	*Nil*	5·88	..	1	0·53	5	3·21	*Nil*	*Nil*
51	*8*	*6·24*	*8·33*	*27*	*2*	*3·30*	*2·08*	*108*	*1·99*	*98*	*1·80*	*	*
38	7	4·60	6·80	26	2	3·15	1·94	96	1·65	117	2·01	2	9
1,929	*516*	*10·7*	*8·08*	*271*	*98*	*1·51*	*1·53*	*7,363*	*3·34*	*5,642*	*2·56*	*	*
1,673	441	9·12	6·78	270	60	1·47	0·92	3,950	1·78	7,167	3·23	116	2,378

*Information not available.

27 (*a*).—*Statement of locoal consumed*

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)				
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). †
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal Nagpur	*1926-27*	*Nil*	*573,997*	*Nil*	*Nil*	*573,997*
	1927-28	*Nil*	655,159	*Nil*	*Nil*	655,159
Bombay, Baroda and Central India	*1926-27*	*Nil*	*312,727*	*5,394*	*Nil*	*314,885*
	1927-28	*Nil*	294,563	4,848	*Nil*	296,502
Eastern Bengal	*1926-27*	*Nil*	*251,172*	*Nil*	*Nil*	*251,172*
	1927-28	*Nil*	263,496	*Nil*	*Nil*	263,496
East Indian	*1926-27*	*Nil*	*1,377,658*	*215*	*Nil*	*1,377,774*
	1927-28	*Nil*	1,411,211	303	*Nil*	1,411,332
Great Indian Peninsula	*1926-27*	*Nil*	*1,030,727*	*Nil*	*62,611*	*1,144,565*
	1927-28	*Nil*	1,015,105	63	57,513	1,119,699
Madras and Southern Mahratta	*1926-27*	*Nil*	*224,744*	*Nil*	*35*	*224,807*
	1927-28	*Nil*	244,550	*Nil*	32	244,609
Nizam's Guaranteed State	*1926-27*	*Nil*	*54,419*	*174*	*Nil*	*54,489*
	1927-28	*Nil*	57,995	177	*Nil*	58,066
North Western	*1926-27*	*Nil*	*974,504*	*1,426*	*58,104*	*1,030,718*
	1927-28	*Nil*	1,021,655	*Nil*	63,954	1,137,935
South Indian	*1926-27*	*Nil*	*76,269*	*3*	*14*	*76,296*
	1927-28	*Nil*	79,166	8	13	79,193
TOTAL	*1926-27*	*Nil*	*4,876,247*	*7,212*	*120,764*	*5,098,703*
	1927-28	*Nil*	5,042,900	5,399	121,512	‡5,265,991
3′ 3½″ GAUGE						
Assam Bengal	*1926-27*	*Nil*	*80,491*	*Nil*	*Nil*	*80,491*
	1927-28	*Nil*	91,257	40	*Nil*	91,273
Bengal and North-Western	*1926-27*	*Nil*	*175,342*	*Nil*	*Nil*	*175,342*
	1927-28	*Nil*	185,853	*Nil*	*Nil*	185,853
Bombay, Baroda and Central India	*1926-27*	*Nil*	*246,149*	*4,172*	*Nil*	*247,818*
	1927-28	*Nil*	246,047	3,790	*Nil*	247,563
Burma	*1926-27*	*Nil*	*153,842*	*94,938*	*Nil*	*191,817*
	1927-28	*Nil*	178,293	77,351	*Nil*	209,233
Eastern Bengal	*1926-27*	*Nil*	*130,098*	*Nil*	*Nil*	*130,098*
	1927-28	*Nil*	128,358	*Nil*	*Nil*	128,358
Jodhpur	*1926-27*	*2,939*	*41,533*	*294*	*Nil*	*44,890*
	1927-28	*Nil*	44,604	285	*Nil*	44,718
Madras and Southern Mahratta	*1926-27*	*Nil*	*174,578*	*Nil*	*34*	*174,640*
	1927-28	*Nil*	181,889	*Nil*	26	181,937
Nizam's Guaranteed State	*1926-27*	*Nil*	*41,026*	*95*	*Nil*	*41,064*
	1927-28	*Nil*	44,490	105	*Nil*	44,532
Rohilkund and Kumaon	*1926-27*	*Nil*	*38,236*	*Nil*	*Nil*	*38,236*
	1927-28	*Nil*	35,782	*Nil*	*Nil*	35,782
South Indian	*1926-27*	*Nil*	*162,324*	*11*	*51*	*162,421*
	1927-28	*Nil*	168,417	*8*	44	168,501
TOTAL	*1926-27*	*2,939*	*1,243,919*	*99,510*	*85*	*1,286,817*
	1927-28	*Nil*	1,304,990	81,579	70	‡1,337,750
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1926-27*	*Nil*	*58,313*	*Nil*	*Nil*	*58,313*
	1927-28	*Nil*	58,680	*Nil*	*Nil*	58,680
Bombay, Baroda and Central India	*1926-27*	*Nil*	*5,010*	*98*	*Nil*	*5,049*
	1927-28	*Nil*	4,021	103	*Nil*	4,062
Eastern Bengal	*1926-27*	*Nil*	*1,657*	*Nil*	*Nil*	*1,657*
	1927-28	*Nil*	1,868	*Nil*	*Nil*	1,868
Great Indian Peninsula	*1926-27*	*Nil*	*10,557*	*Nil*	*Nil*	*10,557*
	1927-28	*Nil*	8,592	*Nil*	*Nil*	8,592
Jodhpur	*1926-27*	*Nil*	*227*	*3*	*Nil*	*228*
	1927-28	*Nil*	218	3	*Nil*	219
North Western — 2′ 6″ Gauge	*1926-27*	*Nil*	*29,537*	*Nil*	*Nil*	*29,537*
	1927-28	*Nil*	30,304	*Nil*	*Nil*	30,304
North Western — 2′ 0″ Gauge	*1926-27*	*Nil*	*1,035*	*3*	*Nil*	*1,036*
	1927-28	*Nil*	741	*Nil*	*Nil*	741
South Indian	*1926-27*	*Nil*	*2,290*	*3*	*Nil*	*2,291*
	1927-28	*Nil*	2,370	2	*Nil*	2,371
TOTAL	*1926-27*	*Nil*	*103,626*	*107*	*Nil*	*103,668*
	1927-28	*Nil*	106,794	108	*Nil*	‡106,837
TOTAL CLASS I RAILWAYS	*1926-27*	*2,939*	*6,228,792*	*106,829*	*120,849*	*6,494,188*
	1927-28	*Nil*	6,454,684	87,086	121,582	6,710,578

† 2½ tons of wood= 0·55 tons of Oil fuel=

‡ The differences in these totals as compared with those shown in column 12 of statement 27 (*b*) are explained in footnotes (*a*) to (*d*) in statement 27 (*b*).

on class I Railways during the years 1926-27 and 1927-28.

Fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc. (Tons.)					Total fuel consumed. (Tons.)				
Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). †	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). †
8	9	10	11	12	13	14	15	16	17
*	*	*	*	*	*	*	*	*	*
Nil	104,302	*Nil*	*Nil*	104,302	*Nil*	759,461	*Nil*	*Nil*	759,461
Nil	31,556	995	*Nil*	31,954	*Nil*	326,119	5,843	*Nil*	328,456
Nil	19,656	*Nil*	*Nil*	19,656	*Nil*	283,152	*Nil*	*Nil*	283,152
Nil	71,609	2	*Nil*	71,610	*Nil*	1,482,820	305	*Nil*	1,482,942
Nil	53,796	*Nil*	126	54,026	*Nil*	1,068,901	63	57,639	1,173,725
Nil	17,259	*Nil*	1	17,260	*Nil*	261,809	*Nil*	33	261,869
Nil	8,396	5	*Nil*	8,398	*Nil*	66,391	182	*Nil*	66,464
Nil	112,483	2,085	9,398	130,404	*Nil*	1,134,138	2,085	73,352	1,268,339
Nil	4,707	*Nil*	*Nil*	4,707	*Nil*	83,873	8	13	83,900
*	*	*	*	*	*	*	*	*	*
Nil	423,764	3,087	9,525	442,317	*Nil*	5,466,664	8,486	131,037	5,708,308
*	*	*	*	*	*	*	*	*	*
Nil	20,079	*Nil*	*Nil*	20,079	*Nil*	111,336	40	*Nil*	111,352
Nil	44,896	*Nil*	*Nil*	44,896	*Nil*	230,749	*Nil*	*Nil*	230,749
Nil	19,307	433	*Nil*	19,480	*Nil*	265,354	4,223	*Nil*	267,043
Nil	7,859	17,239	*Nil*	14,755	*Nil*	186,152	94,590	*Nil*	223,988
Nil	23,411	*Nil*	*Nil*	23,411	*Nil*	151,769	*Nil*	*Nil*	151,769
Nil	9,851	*Nil*	*Nil*	9,851	*Nil*	54,455	285	*Nil*	54,569
Nil	13,870	*Nil*	*Nil*	13,870	*Nil*	195,759	*Nil*	26	195,807
Nil	2,491	20	*Nil*	2,499	*Nil*	46,981	125	*Nil*	47,031
Nil	5,237	*Nil*	*Nil*	5,237	*Nil*	41,019	*Nil*	*Nil*	41,019
696	21,063	*Nil*	*Nil*	21,759	696	189,480	8	44	190,260
*	*	*	*	*	*	*	*	*	*
696	168,064	17,692	*Nil*	175,837	696	1,473,054	99,271	70	1,513,587
*	*	*	*	*	*	*	*	*	*
Nil	§	*Nil*	*Nil*	*Nil*	*Nil*	58,680	*Nil*	*Nil*	58,680
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	4,021	103	*Nil*	4,062
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1,868	*Nil*	*Nil*	1,868
Nil	787	*Nil*	*Nil*	787	*Nil*	9,379	*Nil*	*Nil*	9,379
Nil	2	*Nil*	*Nil*	2	*Nil*	220	3	*Nil*	221
Nil	2,249	*Nil*	*Nil*	2,249	*Nil*	32,553	*Nil*	*Nil*	32,553
Nil	90	*Nil*	*Nil*	90	*Nil*	831	*Nil*	*Nil*	831
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	2,370	2	*Nil*	2,371
*	*	*	*	*	*	*	*	*	*
Nil	3,128	*Nil*	*Nil*	3,128	*Nil*	109,922	108	*Nil*	109,965
*	*	*	*	*	*	*	*	*	*
696	594,956	20,779	9,525	621,282	696	7,049,640	107,865	131,107	7,331,860

1 ton of coal.
1 ton of coal.
*Information not available.
§ Included with the broad gauge figures as separate information is not available.

27.-(a).—*Statement of Coal consumed on Class I Railways during the years 1926-27 and 1927-28*—concld.

Railway.	Years.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.				Remarks.
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.	
18		19	20	21	22	23	24	25	26	27
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
5′ 6″ Gauge.										
Bengal-Nagpur	*1926-27*	..	*3·46*	..	..	..	*6·18*	..	..	The figures in cols. 5, 6, 10, 11, 15, 16, 21, 22, 25 and 26 are based on actual quantity and are not in terms of "Coal."
	1927-28	..	3·23	..	..	..	6·49	..	..	
Bombay, Baroda and Central India.	*1926-27*	..	*6·78*	*5·86*	..	..	*19·2*	*8·74*	..	
	1927-28	..	5·84	5·33	..	..	18·0	6·38	..	
Eastern Bengal	*1926-27*	..	*4·75*	..	..	..	*9·29*	..	..	
	1927-28	..	4·00	..	..	..	8·19	..	..	
East Indian	*1926-27*	..	*4·48*	*29·3*	..	..	*7·67*	*29·3*	..	
	1927-28	..	3·52	73·0	..	..	7·27	77·0	..	
Great Indian Peninsula	*1926-27*	..	*6·58*	..	*35·3*	..	*16·9*	..	*35·3*	
	1927-28	..	4·03	7·62	35·9	..	14·6	7·62	35·9	
Madras and Southern Mahratta.	*1926-27*	..	*8·34*	..	*195·0*	..	*18·3*	..	*195·0*	
	1927-28	..	7·60	..	179·0	..	16·4	..	179·0	
Nizam's Guaranteed State.	*1926-27*	..	*7·37*	*6·00*	..	..	*8·67*	*6·41*	..	
	1927-28	..	6·75	6·00	..	..	8·07	6·46	..	
North-Western	*1926-27*	..	*5·22*	*6·75*	*34·0*	..	*18·3*	*6·75*	*40·2*	
	1927-28	..	4·73	6·75	34·0	..	16·3	6·75	40·2	
South Indian	*1926-27*	..	*6·68*	*15·6*	*200·3*	..	*20·9*	*15·6*	*200·3*	
	1927-28	..	5·08	15·1	189·2	..	19·5	15·1	189·2	
Total	*1926-27*	..	..	..	..	..	..	..	..	
	1927-28	..	..	..	..	..	..	..	..	
3′ 3¾″ Gauge.										
Assam Bengal	*1926-27*	..	*7·62*	..	..	..	*15·5*	..	..	*Information not available.
	1927-28	..	7·75	*	..	..	13·8	*	..	
Bengal and North Western.	*1926-27*	..	*5·73*	..	..	..	*12·1*	..	..	
	1927-28	..	4·34	..	..	..	10·5	..	..	
Bombay, Baroda and Central India.	*1926-27*	..	*6·03*	*5·00*	..	..	*17·1*	*5·00*	..	
	1927-28	..	5·09	4·37	..	..	16·0	4·95	..	
Burma	*1926-27*	..	*4·19*	*5·93*	..	..	*20·1*	*7·30*	..	
	1927-28	..	4·10	4·69	..	..	18·7	5·97	..	
Eastern Bengal	*1926-27*	..	*4·75*	..	..	..	*9·36*	..	..	
	1927-28	..	4·00	..	..	..	8·34	..	..	
Jodhpur	*1926-27*	19·3	*6·18*	*5·40*	..	*22·5*	*17·4*	*5·41*	..	
	1927-28	..	4·26	5·09	..	..	16·5	5·09	..	
Madras and Southern Mahratta.	*1926-27*	..	*9·35*	..	*228·7*	..	*17·7*	..	*228·7*	
	1927-28	..	9·24	..	214·9	..	17·3	..	214·9	
Nizam's Guaranteed State.	*1926-27*	..	*7·37*	*6·00*	..	..	*10·7*	*6·41*	..	
	1927-28	..	6·75	6·00	..	..	10·2	6·46	..	
Rohilkund and Kumaon	*1926-27*	..	*4·38*	..	..	..	*12·6*	..	..	
	1927-28	..	4·32	..	..	..	13·0	..	..	
South Indian	*1926-27*	..	*6·68*	*24·6*	*197·1*	..	*21·2*	*24·6*	*197·1*	
	1927-28	*	5·08	37·3	204·6	*	19·9	37·3	204·6	
Total	*1926-27*	..	..	..	..	..	..	..	..	
	1927-28	..	..	..	..	..	..	..	..	
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1926-27*	..	*5·79*	..	..	..	*7·60*	..	..	
	1927-28	..	5·53	..	..	..	7·33	..	..	
Bombay, Baroda and Central India.	*1926-27*	..	*6·52*	*5·87*	..	..	*20·0*	*6·05*	..	
	1927-28	..	5·61	5·28	..	..	*	5·67	..	
Eastern Bengal	*1926-27*	..	*4·75*	..	..	..	9·32	..	..	
	1927-28	..	4·00	..	..	..	8·65	..	..	
Great Indian Peninsula	*1926-27*	..	*5·12*	..	..	..	*14·2*	..	..	
	1927-28	..	3·86	..	..	..	9·64	..	..	
Jodhpur	*1926-27*	..	*7·17*	*5·20*	..	..	*16·8*	*5·20*	..	
	1927-28	..	4·29	5·00	..	..	16·4	5.00	..	
North Western — 2′ 6″ Gauge	*1926-27*	..	*5·22*	..	..	..	*23·1*	..	..	
	1927-28	..	4·73	..	..	..	17·2	..	..	
North Western — 2′ 0″ Gauge	*1926-27*	..	*5·22*	*6·75*	..	..	*35·7*	*6·75*	..	
	1927-28	..	4·73	..	..	..	27·1	..	..	
South India	*1926-27*	..	*6·68*	*15·6*	..	..	*20·3*	*15·6*	..	
	1927-28	..	5·08	15·1	..	..	*	15·1	..	
Total	*1926-27*	..	..	..	..	..	..	..	..	
	1927-28	..	..	..	..	..	..	..	..	
Total Class I Railway	*1926-27*	..	..	..	..	..	..	..	..	
	1927-28	..	..	..	..	..	..	..	..	

27-(*b*).—*Statement of Coal Consumption on Class I Railways for the years 1926-27 and 1927-28.*

Railways.	Year.	Passenger and Mixed.		Passenger and proportion of Mixed.	Goods.		Goods and proportion of Mixed.	Shunting including siding.		Departmental.	Total tons used on all locomotive services.	Remarks.
		Total tons consumed.	Lbs. per engine mile.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal-Nagpur	*1926-27*	*150,187*	*72·6*	*189·7*	*312,718*	*100·2*	*135·8*	*86,978*	*56·6*	*14,862*	*	
	1927-28	177,583	75·2	206·0	373,228	102·6	141·2	87,728	55·1	16,620	655,159	
Bombay, Baroda and Central India.	*1926-27*	*166,593*	*63·4*	*180·1*	*91,004*	*94·6*	*114·7*	*37,323*	*75·7*	*9,505*	*	
	1927-28	166,703	64·8	180·7	85,577	93·9	107·2	35,119	73·3	9,103	296,502	
Eastern Bengal	*1926-27*	*126,691*	*73·3*	*206·8*	*63,540*	*101·0*	*114·8*	*43,339*	*54·3*	*13,935*	*	
	1927-28	140,296	70·8	199·5	65,722	94·6	108·1	43,990	51·7	13,323	(*a*)263,331	
East Indian	*1926-27*	*451,926*	*65·5*	*164·0*	*720,421*	*103·6*	*121·7*	*177,884*	*55·6*	*36,887*	*	
	1927-28	468,790	64·4	159·6	725,135	104·3	116·4	177,423	57·9	40,474	(*c*)1,423,	
Great Indian Peninsula.	*1926-27*	*451,508*	*76·3*	*217·4*	*549,955*	*131·5*	*156·4*	*94,983*	*77·0*	*42,174*	012*	
	1927-28	426,573	71·2	197·5	557,604	128·8	177·1	91,444	76·9	43,840	1,119,699	
Madras and Southern Mahratta.	*1926-27*	*109,032*	*60·8*	*163·4*	*89,026*	*96·2*	*125·5*	*16,163*	*41·3*	*12,659*	*	
	1927-28	117,452	64·5	168·7	96,088	94·5	127·7	17,906	44·5	13,163	244,609	
Nizam's Guaranteed State.	*1926-27*	*23,686*	*62·6*	*190·5*	*22,847*	*96·5*	*133·2*	*4,691*	*62·8*	*3,264*	*	
	1927-28	26,735	65·6	197·7	22,714	96·5	135·8	5,973	80·7	2,643	58,066	
North Western	*1926-27*	*491,102*	*70·5*	*183·5*	*396,225*	*113·2*	*146·5*	*137,455*	*63·2*	*47,367*	*	
	1927-28	518,843	68·4	179·4	433,479	114·3	143·1	124,789	71·5	60,824	1,137,935	
South Indian	*1926-27*	*44,166*	*57·8*	*181·6*	*23,585*	*77·1*	*151·1*	*5,904*	*49·0*	*4,268*	*	
	1927-28	45,729	55·2	176·2	22,034	73·7	149·4	6,269	51·6	6,742	(*d*) 80,774	
Total	*1926-27*	*2,014,891*	*69·2*	*185·5*	*2,271,321*	*109·0*	*139·4*	*605,220*	*63·6*	*184,971*	*	
	1927-28	2,088,704	67·7	180·6	2,381,581	108·7	135·7	590,641	62·0	206,732	5,279,087	
3′ 3⅜″ Gauge.												
Assam-Bengal	*1926-27*	*51,852*	*46·1*	*147·1*	*15,972*	*55·0*	*165·6*	*11,173*	*43·5*	*2,026*	*	
	1927-28	56,820	47·1	149·0	17,855	56·4	161·9	13,079	44·5	3,138	91,273	
Bengal and North-Western.	*1926-27*	*104,213*	*43·5*	*176·2*	*49,633*	*65·8*	*165·4*	*14,532*	*24·3*	*6,964*	*	
	1927-28	111,427	44·7	185·8	51,796	65·1	158·7	14,895	24·4	7,735	185,853	
Bombay, Baroda and Central India.	*1926-27*	*126,627*	*45·4*	*197·0*	*90,083*	*53·7*	*145·1*	*20,192*	*36·0*	*6,965*	*	
	1927-28	130,394	45·2	200·2	90,695	55·4	145·2	19,112	32·6	7,362	247,563	
Burma	*1926-27*	*94,245*	*46·5*	*184·6*	*60,768*	*56·9*	*138·9*	*23,955*	*32·0*	15,105	*	
	1927-28	98,869	46·8	181·4	68,380	59·4	136·4	27,297	31·6	17,642	209,233	
Eastern Bengal	*1926-27*	*61,267*	*54·0*	*199·1*	*33,195*	*65·1*	*140·0*	*26,660*	*56·2*	*10,597*	*	
	1927-28	63,466	54·3	197·0	34,011	64·9	141·5	23,730	52·4	7,034	(*b*)128,241	
Jodhpur	*1926-27*	*27,091*	*45·0*	*191·5*	*11,717*	*65·0*	*169·6*	*2,562*	*24·9*	*1,709*	*	
	1927-28	27,235	45·1	189·9	12,598	62·8	157·9	2,856	27·6	2,025	44,718	
Madras and Southern Mahratta.	*1926-27*	*77,815*	*40·3*	*174·9*	*78,009*	*52·8*	*184·3*	*10,307*	*28·3*	*7,700*	*	
	1927-28	80,677	40·9	180·2	80,087	52·3	176·6	11,778	29·0	9,395	181,937	
Nizam's Guaranteed State.	*1926-27*	*24,224*	*49·9*	*278·7*	*11,934*	*85·5*	*169·7*	*3,193*	*71·5*	*1,713*	*	
	1927-28	27,077	54·4	301·4	12,904	84·6	175·5	3,273	76·3	1,279	44,532	
Rohilkund and Kumaon.	*1926-27*	*26,073*	*53·4*	*227·9*	*2,796*	*58 5*	*172·9*	*4,455*	*52·1*	*4,836*	*	
	1927-28	25,087	47·2	201·2	3,462	57·0	162·6	2,823	37·4	4,410	35,782	
South Indian	*1926-27*	*95,676*	*40·5*	*200·0*	*43,927*	*44·9*	*134·1*	*10,088*	*32·8*	*11,570*	*	
	1927-28	101,875	40·5	201·5	44,565	43·5	128·1	10,272	33·4	12,436	(*d*)169,148	
Total	*1926-27*	*689,083*	*45·1*	*189·7*	*398,034*	*55·9*	*154·4*	*127,117*	*36·1*	*69,185*	*	
	1927-28	722,927	45·2	192·1	416,353	56·3	151·9	129,115	34·5	72,456	1,338,280	
2′ 6″ and 2′ 0″ Gauges.												
Bengal-Nagpur	*1926-27*	*31,460*	*67·4*	*377·8*	*16,154*	*77·8*	*340·3*	*8,900*			*	
	1927-28	33,158	64·8	352·6	16,049	77·0	350·5	9,473			58,680	
Bombay, Baroda and Central India.	*1926-27*	*4,760*	*46·1*	*380·9*	*101*	*48·5*	*396·1*	*Nil*			*	
	1927-28	3,945	40·6	346·8	73	54·6	324·0	*Nil*			4,062	
Eastern Bengal	*1926-27*	*1,485*	*29·7*	*491·7*	*Nil*	*Nil*	*444·2*	*171*			*	
	1927-28	1,645	26·5	464·3	*Nil*	*Nil*	418·0	223			1,868	
Great Indian Peninsula.	*1926-27*	*7,544*	*59·7*	*381·9*	*37*	*73·8*	*297·4*	*1,566*			*	
	1927-28	7,297	55·3	348·9	62	66·0	284·0	1,233			8,592	
Jodhpur	*1926-27*	*225*	*27·6*	*526·8*	*Nil*	*Nil*	*449·0*	*Nil*			*	
	1927-28	213	26·6	477·0	2	24·4	440·4	4			219	
North Western 2′ 6″ gauge	*1926-27*	*10,807*	*49·0*	*454·5*	*11,146*	*65·7*	*517·3*	*4,838*			*	
	1927-28	11,471	52·4	462·2	11,755	64·5	534·5	4,706			30,304	
North Western 2′ 0″ gauge	*1926-27*	*712*	*32·2*	*550·9*	*79*	*138·4*	*561·6*	*276*	Not published.	Included under column 9.	*	
	1927-28	498	21·1	312·2	206	279·5	548·5	37			741	
South Indian	*1926-27*	*2,256*	*30·3*	*288·8*	*Nil*	*Nil*	*240.0*	*72*			*	
	1927-28	2,285	30·2	282·2	1	58·9	232·9	91			(*d*) 2,377	
Total	*1926-27*	*59,549*	*55·3*	*393·0*	*27,517*	*72·4*	*379·2*	*15,813*	..	..	*	
	1927-28	60,512	53·6	371·6	28,148	71·5	384·6	15,767	..	..	106,843	

Note (1)—Figures in columns 3, 4, 6 and 7 in respect of 2′ 6″ and 2′ 0″ gauge Railways do not include coal consumed on assisting required, and assisting not required and light services.

Note (2)—'Coal' includes 'oil fuel and firewood. @ 2½ tons of wood = 1 ton of coal and 0·55 ton of oil fuel = 1 ton of coal.

*Figures not available.

(*a*) Excludes coal (165 tons) consumed by home line engines working E. I. Railway trains and also by sentinel locomotives.

(*b*) Excludes coal (117 tons) consumed by sentinel Locomotives.

(*c*) Includes coal (11,680 tons) consumed by foreign Railways on behalf of E. I. Railway.

(*d*) Includes coal (5′ 6″ gauge—1,581 tons, 3′ 3⅜″ gauge—647 tons—and 2′ 6″ gauge 6 tons) on account of adjustments made on stock verification.

28.—*Statement of Efficiency of Class I Railways for the years 1926-27 and 1927-28.*

Railway.	Year.	Goods and proportion of mixed: Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per engine hour.	(a) Gross ton miles per engine hour.	(b) Gross ton miles per train engine hour.
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal-Nagpur	*1926-27*	*413·1*	*159·3*	*1,920·5*	*3,634·6*	*8,083·4*
	1927-28	443·6	158·4	1,905·4	3,618·8	8,993·5
Bombay, Baroda and Central India	*1926-27*	*572·6*	*206·2*	*1,730·0*	*4,008·2*	*7,653·8*
	1927-28	635·1	204·9	1,766·4	4,348·2	8,317·9
Eastern Bengal	*1926-27*	*292·9*	*133·5*	*990·6*	*2,707·7*	*6,465·4*
	1927-28	289·0	135·7	994·5	2,706·6	7,248·6
East Indian	*1926-27*	*585·8*	*199·2*	*1,802·2*	*4,145·4*	*8,569·8*
	1927-28	653·8	209·7	1,892·1	4,429·6	8,851·5
Great Indian Peninsula	*1926-27*	*704·3*	*185·6*	*1,548·5*	*3,970·4*	*7,122·1*
	1927-28	763·6	195·2	1,689·1	4,200·7	7,491·5
Madras and Southern Mahratta	*1926-27*	*547·3*	*163·5*	*1,424·4*	*3,632·1*	*6,724·8*
	1927-28	539·1	174·1	1,536·6	3,966·4	7,236·0
Nizam's Guaranteed State	*1926-27*	*536·5*	*154·6*	*1,471·4*	*3,616·2*	*6,296·6*
	1927-28	591·2	171·5	1,532·2	3,660·3	6,764·1
North Western	*1926-27*	*603·9*	*189·1*	*1,633·9*	*4,170·2*	*7,444·0*
	1927-28	605·8	193·5	1,608·1	4,158·1	8,339·9
South Indian	*1926-27*	*360·6*	*120·5*	*934·5*	*2,581·1*	*5,589·4*
	1927-28	343·0	111·3	881·8	2,458·9	7,284·3
Average for 5′ 6″ gauge	*1926-27*	*543·2*	*182·5*	*1,613·2*	*3,893·3*	*7,725·3*
	1927-28	580·1	187·5	1,665·2	4,042·2	7,969·5
3′ 3½″ Gauge.						
Assam-Bengal	*1926-27*	*370·8*	*143·3*	*654·8*	*1,697·0*	*2,836·2*
	1927-28	350·7	138·2	675·8	1,719·9	3,653·6
Bengal and North-Western	*1926-27*	*385·7*	*137·7*	*682·2*	*1,650·1*	*3,023·9*
	1927-28	385·4	134·1	734·0	1,684·6	3,141·8
Bombay, Baroda and Central India	*1926-27*	*738·9*	*206·1*	*981·5*	*2,264·3*	*3,689·3*
	1927-28	754·9	215·4	964·6	2,337·3	3,857·6
Burma	*1926-27*	*507·6*	*139·0*	*811·9*	*1,982·6*	*3,630·4*
	1927-28	502·9	136·9	837·3	2,011·4	5,076·5
Eastern Bengal	*1926-27*	*371·6*	*145·3*	*611·5*	*1,678·6*	*3,292·1*
	1927-28	372·1	156·1	637·4	1,747·5	4,030·9
Jodhpur	*1926-27*	*533·1*	*191·3*	*658·2*	*1,888·4*	*3,191·6*
	1927-28	620·9	204·0	739·5	2,070·0	3,526·8
Madras and Southern Mahratta	*1926-27*	*668·4*	*147·3*	*689·0*	*1,815·8*	*2,497·1*
	1927-28	647·8	150·2	732·2	1,946·7	2,740·3
Nizam's Guaranteed State	*1926-27*	*684·5*	*171·2*	*1,052·6*	*2,477·4*	*4,220·4*
	1927-28	825·8	180·2	1,049·9	2,443·7	4,206·2
Rohilkund and Kumaon	*1926-27*	*337·6*	*104·9*	*602·3*	*1,679·9*	*3,153·4*
	1927-28	373·8	111·6	627·7	1,722·1	2,973·9
South Indian	*1926-27*	*596·4*	*143·1*	*566·4*	*1,683·9*	*3,012·0*
	1927-28	592·0	142·0	578·4	1,681·8	3,895·7
Average for 3′ 3½″ gauge	*1926-27*	*516·0*	*153·6*	*733·4*	*1,861·4*	*3,176·3*
	1927-28	517·2	155·1	759·0	1,918·2	3,332·2
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	*1926-27*	*235·3*	*104·9*	*297·2*	*1,015·3*	*1,723·7*
	1927-28	202·3	96·1	282·4	920·1	2,145·1
Bombay, Baroda and Central India	*1926-27*	*276·2*	*52·0*	*127·1*	*892·9*	*1,489·3*
	1927-28	257·7	56·9	166·3	957·8	1,527·0
Eastern Bengal	*1926-27*	*116·6*	*25·6*	*47·7*	*183·2*	*573·0*
	1927-28	133·6	27·6	46·5	239·5	703·6
Great Indian Peninsula	*1926-27*	*317·9*	*99·7*	*284·1*	*1,221·7*	*1,941·4*
	1927-28	338·4	112·1	317·5	1,136·1	2,481·1
Jodhpur	*1926-27*	*	*	*	*	*
	1927-28	*	*	*	*	*
North-Western 2′ 6″	*1926-27*	*313·0*	*71·9*	*195·5*	*786·1*	*835·5*
	1927-28	265·5	66·0	164·8	700·8	1,196·1
North-Western 2′ 0″	*1926-27*	*567·3*	*46·1*	*65·2*	*436·3*	*417·4*
	1927-28	883·8	68·9	56·7	386·5	446·8
South Indian	*1926-27*	*643·6*	*128·7*	*269·3*	*1,092·1*	*1,209·8*
	1927-28	662·6	126·0	296·6	1,053·0	2,039·4

(*a*) Including weight of engine and departmental.
(*b*) Excluding weight of engine and departmental.
*Information not available.

29. STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1927-28. (IN HUNDREDS).

29. *Statement of Principal Commodities carried by Class I*

I.—Fuel for public and foreign Railways.

Railway.	Coal and Coke and patent fuel. (1) For the public. Originating on Home line whether local or Foreign.	(1) For the public. Total.	(1) For the public. Earnings.	(2) For foreign railways and home line constructions. Originating on Home line whether local or Foreign.	(2) For foreign railways and home line constructions. Total.	(2) For foreign railways and home line constructions. Earnings	(3) Total. Originating on Home line whether local or Foreign.	(3) Total. Total.	(3) Total. Earnings.	(4) Oil fuel. Originating on Home line whether local or Foreign.	(4) Oil fuel. Total.	(4) Oil fuel. Earnings.
	1	2	3	4	5	6	7	8	9	10	11	
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	4,918,1	5,415,5	1,12,69,3	1,059,4	1,111,9	43,05,4	5,977,5	6,527,4	1,55,74,7	6	1,1	14,5
Bombay, Baroda and Central India.	5,1	454,4	25,37,6	..	11,3	4,13,0	5,1	466,2	29,50,6	7,4	7,4	1,38,2
Eastern Bengal	8,7	1,512,8	31,90,5	4	53,7	2,19,3	9,1	1,566,5	34,09,8	7,2	7,3	13,5
East Indian	8,483,6	9,170,9	3,53,22,8	2,816,3	3,285,1	2,07,57,4	11,299,9	12,456,0	5,60,80 2	5	6,8	1,16,0
Great Indian Peninsula	480,7	1,146,8	51,34 3	..	198,2	11,60,7	480,7	1,345,0	62,95,0	12,8	13,0	2,09,3
Madras and Southern Mahratta.	9,0	182,1	11,89.9	12	123,2	10,53,4	10 2	305,3	22,43.3	9,4	10,0	1,78,5
Nizam's Guaranteed State	269,1	270,3	13,39,5	227,0	227,0	7,92,9	496,1	497,3	21,32.4	1	5	15,0
North Western	120,4	1,015,8	35,55,1	11,8	11,8	10,5	132,2	1,027,6	35,65,6	17,4	17,5	5,02,0
South Indian	1	12,1	2,03,8	2	2	6.9	3	12,3	2,10,7	1,0	2,9	1,45,8
Total	14,294,8	‖19,180,7	6,37,42,8	4,116,3	‖5,022,9	2,87,19,5	18,411,1	‖24,203,6	9,24,62,3	56,4	‖66,5	13.32,8
3′ 3½″ Gauge.												
Assam Bengal	52,6	172,8	5,15,6	15,0	15,0	31,2	67,6	187,8	5,46,8	1	2.8	29,3
Bengal and North Western	4,5	326,5	8,93,4	..	..	..	4,5	326,5	8,93,4	..	..	..
Bombay, Baroda and Central India.	1,7	227,4	*	3	106,3	*	2,0	333,7	*	1	1,6	*
Burma	102,6	102,6	10,69,6	14	1,4	9,2	104,0	104,0	10,78,8	19,9	19,9	3,60,8
Eastern Bengal	1,8	284,7	*	..	27,5	*	1,8	312,2	*	..	3	*
Jodhpur	2	12,0	27,4	..	1,1	1,7	2	13,1	29,1	2	9	16,8
Madras and Southern Mahratta.	2,8	25,8	*	..	25,4	*	2,8	51,2	*	1,9	3,6	*
Nizam's Guaranteed State	1	45,7	*	..	..	..	1	45,7	*	1	1,1	*
Rohilkund and Kumaon	1,0	21,6	25,3	..	..	..	1,0	21,6	25,3	..	1	2
South Indian	31,6	47,1	*	5,0	5,0	*	36,6	52,1	*	9,5	9,7	*
Total	198,9	‖1,266,2	25,31,3	21,7	‖ 181,7	42,1	220,6	‖1,447,9	25,73,4	31,8	‖40,0	4,07,1
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	40,1	71,6	*	1,8	2,0	*	41,9	73,6	*	..	3	*
Bombay, Baroda and Central India.	1	5,4	*	..	..	..	1	5,4	*	1	1	*
Eastern Bengal	..	1,3	*	..	..	..	..	1,3	*	..	..	..
Great Indian Peninsula	1	20,6	*	..	..	..	1	20,6	*	..	2	*
Jodhpur	..	4	†	..	..	..	..	4	†	..	..	..
North Western 2′6″gauge	16,7	27,0	*	4	4	*	17,1	27,4	*	..	4	*
North Western 2′0″gauge	5	5	*	..	..	..	5	5	*	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..	..	..
Total	57,5	‖126,8	..	2,2	‖ 2,4	..	59,7	‖ 129,2	..	1	‖ 1,0	..
Total, 1927-28	14,551,2	‖20,573,7	6,62,74,1	4,140,2	‖5,207,0	2,87,61,6	18,691,4	‖25,780,7	9,50,35,7	88,3	‖ 107,5	17,39,9
Total, 1926-27	17,423,8	‖23,910,0	9,03,78,6	‡	‡	‡	‡	‡	‡	87,3	‖ 109,0	18,94,4
Increase	..	..	..	..	..	..	..	..	..	1,0	..	..
Decrease	2,872,6	3,336,3	2,41,04,5	..	..	..	..	..	..	..	1,5	1,54,5

*Shown under
†Shown under
‡Included under Coal and Coke and patent fuel for the public.
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1927-28. (In hundreds).

			II.—Heavy merchandise.								
(5) Fire wood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			(3) Gram and pulse.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
139,5	149,6	4,90,8	170,1	183,1	14,71,9	436,3	467,6	50,64,7	91,7	130,3	15,60,3
113,7	144,3	5,86,0	14,7	17,5	97,8	71,3	80,0	14,57,9	59,1	135,3	31,86,2
9,2	37,5	48,0	76,8	137,8	7,83,1	127,5	207,6	14,89,5	21,3	36,6	7,03,7
52,7	88,1	2,01,6	96,8	133,8	6,22,6	185,7	311,3	20,62,9	350,8	424,5	38,06,0
120,3	121,7	2,80,5	6,0	7,3	42,9	70,3	195,9	16,83,1	248,7	420,6	64,01,3
65,1	78,6	4,94,8	32,8	61,9	6,61,6	294,0	335,3	60,87,4	40,4	191,2	27,58,1
51,4	51,5	1,94,8	2,6	2,6	24,7	46,7	57,8	7,91,6	21,4	34,4	4,19,0
355,7	360,8	11,66,0	35,6	38,7	2,00,8	220,6	241,8	26,48,8	293,1	362,7	35,22,9
29,6	37,3	5,25,3	6,5	37,4	12,72,4	27,8	144,6	29,30,2	17,3	49,9	14,32,9
937,1	‖1,069,4	39,87,8	441,9	‖620,1	51,77,8	1,480,2	‖2,041,9	2,42,16,1	143,8	‖1,785,5	2,37,91,2
2,5	2,5	7,1	68,0	74,1	4,43,7	187,6	220,6	16,33,4	..	..	..
51,4	53,7	1,32,3	63,8	78,6	4,44,6	154,6	204,6	10,39,0	175,3	195,4	12,05,8
53,3	72,3	*	6	1,4	*	3,9	58,3	*	157,6	189,2	*
130,1	130,1	4,22,6	522,2	522,2	24,36,3	761,7	761,7	54,32,3	94,9	94,9	11,78,6
1,5	1,6	*	61,4	75,3	*	31,0	109,2	*	10,5	85,7	*
3,5	4,3	11,3	1	2	9	1,2	12,1	1,17,6	3,8	23,4	1,87,1
76,2	78,6	*	31,7	47,5	*	101,0	168,1	*	23,1	117,4	*
13,5	13,6	*	5	5	*	15,3	23,7	*	10,6	15,5	*
158,2	158,2	3,35,7	22,6	22,6	1,08,0	16,8	16,9	83,3	21,5	26,2	1,15,0
98,3	98,5	*	158,2	161,4	*	213,5	240,1	*	150,2	166,2	*
588,5	‖613,4	2,09,0	929,1	‖983,8	34,33,5	1,486,6	‖1,815,3	83,05,6	647,5	‖913,9	26,86,3
50,7	50,7	*	7,9	7,9	*	37,9	53,2	*	14,7	20,7	*
17,2	17,6	*	2,1	2,2	*	8	6,0	*	3,9	5,3	*
..	..	..	2	3	*	1	7	*	..	8	*
..	..	..	..	..	..	2	9,0	*	1,0	5,7	*
..	..	..	..	..	..	..	..	..	1	2	†
9	5,7	*	2,6	2,7	*	17,2	21,0	*	15,2	19,6	*
..	..	..	..	..	..	..	..	..	..	..	..
6,3	6,3	*	1,0	1,1	*	4	7,5	*	2,8	4,1	*
75,1	‖80,3	..	13,8	‖14,2	..	56,6	‖97,4	..	37,7	‖56,4	..
1,600,7	‖1,763,1	48,96,8	1,384,8	‖1,618,1	86,11,3	3,023,4	‖3,954,6	3,25,21,7	1,829,0	‖2,755,8	2,64,77,5
1,442,6	*‖1,595,9*	*42,71,3*	*1,491,3*	*‖1,737,7*	*94,87,0*	*2,620,9*	*‖3,433,3*	*2,90,77,7*	*1,887,3*	*‖2,839,2*	*2,79,03,6*
158,1	167,2	6,25,5	..	..	..	402,5	520,8	34,44,0	..	..	..
..	..	..	107,0	119,6	8,75,7	..	..	..	58,3	83,4	14,26,1

5′ 6″ gauge.
3′ 3¾″ gauge.
railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy mer

Railway.	(4) Wheat.			(5) Jowar and Bajra.			(6) Other grains.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5′ 6″ Gauge.									
Bengal Nagpur	35,1	47,8	6,57,9	1,2	1,6	16,6	3,2	4,1	27,2
Bombay, Baroda and Central India	27,8	101,7	25,43,4	20,5	57,6	11,28,7	19,0	40,8	10,72,3
Eastern Bengal	..	..	..	..	..	..	9,7	21,2	3,12,3
East Indian	249,6	359,2	44,50,5	20,0	31,5	1,95,4	57,6	93,7	5,36,1
Great Indian Peninsula	170,9	257,9	36,21,3	149,3	207,4	18,64,0	31,3	58,4	5,50,1
Madras and Southern Mahratta	2,8	16,7	4,13,9	9,0	67,6	14,28,8	29,8	79,3	11,12,8
Nizam's Guaranteed State	9	9,0	1,84,8	20,3	40,8	5,99,2	..	..	..
North Western	954,8	973,3	1,27,96,3	61,5	68,7	5,95,9	257,9	307,9	33,19,8
South India	1,1	37	89,1	3,0	44,7	3,90,7	3,6	16,8	2,52,5
Total	1,443,0	‖1,769,3	2,47,57,2	284,8	‖519,9	62,19,3	412,1	‖622,2	72,33,1
3′ 3½″ Gauge.									
Assam Bengal	..	..	..	..	..	..	..	..	..
Bengal and North Western	117,4	137,3	10,80,0	..	..	..	144,9	163,7	9,56,7
Bombay, Baroda and Central India	107,7	155,9	*	33,2	51,6	*	73,1	88,1	*
Burma	9,0	9,0	1,00,9	9	9	5,5	3,0	3,0	27,2
Eastern Bengal	..	..	..	..	..	..	4,7	32,4	*
Jodhpur	5,4	20,0	1,04,4	4,9	9,4	47,8	6,2	38,8	4,19,9
Madras and Southern Mahratta	9,1	28,3	*	56,9	87,0	*	41,2	60,0	*
Nizam's Guaranteed State	9	1,06	*	34,4	34,6	*	..	..	..
Rohilkund and Kumaon	36,8	36,9	1,28,4	3,5	6,5	22,4	30,9	32,2	1,26,9
South Indian	6,2	7,9	*	6,3	18,5	*	9,0	17,1	*
Total	292,5	‖405,9	14,13,7	140,1	‖208,5	75,7	313,0	‖435,3	15,30,7
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	1,62	19,9	*	1,4	1,4	*	4	5	*
Bombay, Baroda and Central India	1,4	3,0	*	8	2,0	*	1,5	2,4	*
Eastern Bengal	..	..	..	..	..	..	..	2	*
Great Indian Peninsula	7	8,9	*	3,7	7,5	*	3	3,3	*
Jodhpur	1,1	1,1	†	1	1	†	2	2	†
North Western (2′ 6″ Gauge)	9,0	15,1	*	3,0	5,3	*	5,5	7,5	*
North Western (2′ 0″ Gauge)	1	1	*	..	..	..	1	1	*
South Indian	1	2	*	3	3	*	3,4	3,8	*
Total	28,6	‖483	..	9,3	‖16,6	..	11,4	‖18,0	..
Total, 1927-28	1,764,1	‖2,223,5	2,61,70,9	434,2	‖745,0	62,95,0	736,5	‖1,075,5	87,63,8
Total, 1926-27	*1,764,5*	*‖2,391,1*	*2,52,70,5*	*573,1*	*‖1,052,9*	*93,55,5*	*587,7*	*‖841,8*	*62,07,7*
Increase	..	..	9,00,4	..	..	..	148,8	233,7	25,56,1
Decrease	4	167,6	..	138,9	307,9	30,60,5	..	..	..

* Shown under
† Shown under
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1927-28. (In hundreds).

chandise—*contd.*

(7) Marble and Stone.			(8) Salt.			(9) Gur, Jagree, Molasses, etc.			(10) Sugar, refined, and unrefined.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
34	35	36	37	38	39	40	41	42	43	44	45
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
91,7	102,6	2,76,9	80,5	151,4	17,07,0	6,1	29,9	5,01,5	27,0	31,3	5,44,0
152,1	185,0	1,373,2	189,8	215,0	48,46,4	8,2	58,2	23,49,7	36,7	58,9	25,65,6
30	34,4	1,37,6	44,2	92,2	8,39,1	6,9	21,1	4,72,2	55,7	59,1	7,36,8
518,7	664,8	18,38,5	215,6	314,5	19,22,7	138,2	152,9	12,31,9	145,0	177,9	30,64,7
373,4	482,6	17,04,8	115,2	270,4	33,00,4	44,6	142,7	16,40,8	107,8	136,4	20,37,9
59,4	63,3	5,48,6	68,2	72,2	12,65,8	40,1	54,1	9,04,0	23,1	27,8	5,48,6
79,4	80,0	2,86,3	8	36,9	5,76,1	5	8,2	1,64,3	3	61	1,22,7
874,8	892,4	19,39,9	151,6	169,7	16,87,7	131,3	161,2	15,91,5	196,2	243,4	64,12,9
3	2,6	4,36,8	11,5	42,9	10,75,5	9,4	11,3	4,03,6	2,0	11,6	3,03,4
2,152,8	‖2,507,7	85,42,6	877,4	‖1,365,2	1.72,20,7	385,3	‖639,6	92,59,5	593,8	‖752,5	1,63,36,3
..	..	..	51,0	53,0	4,26,5	..	..	..	..	..	..
3,5	10,3	52,4	4,8	169,7	12,06,1	172,4	176,7	14,17,6	105,8	116,3	12,47,4
180,7	264,5	*	306,4	360,0	*	5,3	140,1	*	11,0	140,6	*
599,4	599,4	12,36,5	49,0	49,0	7,08,2	31,3	31,3	3,95,9	22,3	22,3	2,97,2
5,8	9,6	*	1,8	67,0	*	5,6	44,9	*	1,8	32,0	*
90,2	100 7	3,11,0	2,34	24,3	1,03,6	7	13,0	1,14,7	4	11,1	96,9
75,1	85,9	*	16,5	84,7	*	52,5	61,0	*	4,2	25,3	*
4,7	12,6	*	2	21,3	*	4	8,2	*	5	6,8	*
4,3	10,3	20,1	1,1	31,7	1,91,0	43,5	43,9	2,90,2	21,9	28,8	1,35,7
194,2	200,0	*	140,9	144,2	*	31,2	36,2	*	25,7	29,6	*
1,157,9	‖1,293,3	16,20,0	595,1	‖1,004,9	26,35,4	342,9	‖555,3	22,18,4	1,93,6	‖412,8	17,77,8
8,3	10,7	*	3,3	25,6	*	1,5	4,6	*	2,0	58	*
1,0	8,1	*	..	2,1	*	2	2,2	*	1	1,9	*
..	1	*	1	1,0	*	..	5	*	..	3	*
1	3,1	*	1	4,4	*	17,9	20,3	*	3	4,5	*
..	3	†	..	1	†	..	4	†	..	2	†
8,1	8,3	*	1,1	2,5	*	9	3,0	*	3	5,2	*
2,3	2,3	*	..	..	..	..	..	..	..	..	..
..	1	*	..	3,5	*	8	8	*	..	1	*
19,3	‖33,0	..	4,6	‖39,2	..	21,3	‖31,8	..	2,7	18,0	..
3,330,5	‖3,834,0	1,01,62,6	1,477,1	‖2,409,3	1,98,56,1	749,5	‖1,226,7	1,14,77,9	790,1	‖1,183,3	1,81,14,4
2,987,8	*‖3,460,6*	*88,17,3*	*1,421,7*	*‖2,312,5*	*1,89,30,3*	*777,2*	*‖1,261,3*	*1,19,10,5*	*766,3*	*‖1,143,9*	*1,87,77,4*
342,7	373,4	13,45,3	55,4	96,8	9,25,8	..	..	..	23,8	39,4	..
..	..	..	..	..	..	27,7	34,6	4,32,6	..	..	6,63,0

5′ 6″ gauge.
3′ 3½″ gauge.
railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy mer

Railway.	(11) Wood, unwrought.			(12) Metallic ores.			(13) Oil seeds.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	46	47	48	49	50	51	52	53	54
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	83,3	92,9	5,84,3	2,294,2	2,493,9	81,82,6	81,0	108,6	13,86,3
Bombay, Baroda and Central India	104,8	157,2	10,75,8	4,8	79,4	6,26,9	109,8	233,1	41,27,8
Eastern Bengal	14,1	44,2	4,97,8	1	3	7	7,9	30,6	3,64,9
East Indian	89,1	143,2	6,67,2	5	2,3	17,5	205,2	435,4	41,18,8
Great Indian Peninsula	124,9	161,9	7,80,8	5,0	200,5	18,93,8	461,1	810,5	1,10,42,8
Madras and Southern Mahratta	15,1	53,2	7,75,9	..	4,1	12,01,3	203,6	479,3	98,31,5
Nizam's Guaranteed State	18,8	20,3	1,87,8	..	..	..	69,6	103,0	17,68,2
North Western	223,7	259,9	11,97,8	1	12,6	1,85,2	300,5	362,3	40,99,6
South Indian	53,6	59,1	811,7	14	1,5	18,9	54,0	108,1	29,72,5
Total	727,4	‖991,9	65,79,2	2,306,1	‖2,794,6	1,21,26,9	1,492,7	‖2,670,9	3,97,12,4
3′ 3½″ GAUGE.									
Assam Bengal	20,4	24,4	1,57,6	..	..	..	..	..	..
Bengal and North-Western	76,2	82,5	4,47,0	..	..	..	224,3	229,2	13,49,1
Bombay, Baroda and Central India	4,6	88,9	*	..	1	*	140,3	254,3	*
Burma	246,7	246,7	13,57,0	130,6	130,6	13,72,2	23,0	23,0	1,86,7
Eastern Bengal	37,8	52,9	*	..	..	..	35,1	46,9	*
Jodhpur	7	3,3	21,0	..	..	..	19,9	25,6	1,83,0
Madras and Southern Mahratta	34,5	57,5	*	170,6	194,9	*	397,0	436,7	*
Nizam's Guaranteed State	2,9	6,7	*	..	..	..	121,8	123,6	*
Rohilkund and Kumaon	90,3	90,6	3,64,3	..	..	..	18,2	18,8	99,7
South Indian	44,5	58,4	*	5	6	*	197,8	252,7	*
Total	558,6	‖711,9	23,46,9	301,7	‖326,2	13,72,2	1,177,4	‖1,410,8	18,18,5
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	24,9	26,3	*	250,8	250,8	..	22,9	23,8	*
Bombay, Baroda and Central India	7,1	12,6	*	74,6	74,6	*	10,7	13,6	*
Eastern Bengal	..	9	*	..	..	..	1	7	*
Great Indian Peninsula	2,0	4,2	*	..	..	..	33,0	33,6	*
Jodhpur	..	..	..	..	..	..	3	4	†
North Western — 2′ 6″ gauge	7	1,9	*	12,5	12,5	*	2,2	2,5	*
North Western — 2′ 0″ gauge	1	1	*	..	..	..	..	..	..
South Indian	4	6	*	..	..	..	4,0	4,3	*
Total	35,2	‖46,6	..	337,9	‖337,9	..	73,2	‖78,9	..
Total, 1927-28	1,321,2	‖1,750,4	89,26,1	2,945,7	‖3,458,7	1,34,99,1	2,743,3	‖4,160,6	4,15,30,9
Total, 1923-27	*1,318,5*	*‖1,713,5*	*88,36,6*	*2,453,8*	*‖2,886,2*	*103,66,3*	*2,345,3*	*‖3,543,0*	*342,95,1*
Increase	2,7	36,9	39,5	491,9	572,5	31,32,8	398,0	617,6	72,35,8
Decrease	..	..	..	..	..	..	..	..	..

* Shown under
† Shown under
‖In these totals consignments passing over two or more

Railways and the earnings therefrom for 1927-28. (*In hundreds.*)

chandise—*concld.*

III—Light merchandise.

(14) Cotton, raw, pressed.			(15) Total heavy merchandise.			(1) Cotton, raw unpressed.			(2) Cotton, manufactured.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
55	56	57	58	59	60	61	62	63	64	65	66
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
2	9,5	2,94,9	3,401,6	3854,6	2,22,76,1	9	1,4	17,9	18,8	55,6	14,24,0
91,1	171,2	58,07,7	909,7	1,590,9	3,22,59,4	8,0	10,6	2,70,7	101,2	108,3	61,86,5
..	..	3	367,2	685,1	63,38,0	9	2,0	33,9	21,0	24,1	6,43,3
14,3	27,4	6,53,6	2,287,1	3,272,4	2,52,38,5	4,7	6,5	84,4	81,6	107,8	29,32,5
230,5	391,7	1,54,03,3	2,139,0	3,744,2	5,19,67,3	18,4	21,5	2,29,4	122,6	169,4	53,21,4
15,6	27,4	12,52,9	833,9	1,533,4	2,87,92,0	57	9,5	2,74,0	20,9	55,7	14,73,7
4,2	8,7	13,92,1	265,5	407,8	65,16,8	2,2	2,4	33,8	1,9	18,6	4,05,5
185,9	206,5	82,42,4	3,887,6	4,301,1	4,84,41,4	41,4	45,5	4,40,1	69,6	98,5	34,31,0
13,5	14,4	3,67,0	205,0	548,6	1,27,57,2	6,2	9,3	1,68,9	12,2	19,5	8,00,3
555,3	‖856,8	3,34,14,1	‖14,296,6	‖19,938,1	23,45,86,7	88,4	‖109,2	15,53,1	449,8	‖657,5	2,26,18,2
..	..	..	327,0	372,1	26,61,2	..	..	..	..	..	..
..	..	..	1,243,0	1,564,3	1,04,45,7	..	..	..	15,7	46,5	9,12,4
70,3	93,7	*	1,094,7	1,886,7	*	11,9	18,0	*	48,5	86,4	*
..	..	..	2,494,0	2,494,0	1,47,34,9	..	..	..	18,5	18,5	4,95,1
..	..	*	195,5	555,9	*	8	1,1	*	4	13,3	*
7,0	20,3	4,98,3	163,9	302,2	2,206,2	3,6	9,2	73,5	6	7,9	1,35,6
42,0	48,2	*	1,055,4	1,502,5	*	12,6	14,8	*	14,2	32,0	*
65,0	65,0	*	257,2	329,1	*	1,3	1,3	*	2,6	5,8	*
3	9	4,8	311,7	366,3	16,89,8	3	4	1,6	1,8	8,7	75,0
19,5	23,1	*	1,197,7	1,356,0	*	9,5	10,1	*	28,3	35,7	*
204,1	‖251,2	5,03,1	8,340,1	‖10,729,1	3,17,37,8	45,0	‖54,9	75,1	131,1	‖254,8	16,18,1
2,2	31	*	394,4	454,3	*	3	4	*	29	8,0	*
8,2	8,2	*	112,4	144,2	*	1,6	2,6	*	1	6	*
..	..	..	5	5,5	*	..	..	*	..	3	*
47,6	47,8	*	106,9	152,3	*	6	6	*	4	2,8	*
1,0	1,0	†	2,8	4,0	†	..	6	†	1	2	†
..	1	*	78,3	107,2	*	1	1	*	1	2,6	*
..	..	..	2,6	26	*	..	..	..	..	..	..
..	..	..	13,2	26,4	*	..	..	..	..	3	*
59,0	‖60,2	..	711,1	‖896,5	..	2,6	‖43	..	3,6	‖14,8	..
818,4	‖1,168,2	3,39,17,2	23,347,8	‖31,563,7	†26,63,24,5	136,0	‖168,4	16,28,2	584,5	‖927,1	2,42,36,3
793,9	*‖1,138,1*	*3,11,14,8*	*21,789,8*	*‖29,755,6*	*25,04,00,3*	*138,4*	*‖169,9*	*17,38,9*	*600,1*	*‖968,5*	*2,50,99,9*
24,5	30,1	28,02,4	1,558,0	†1,808,1	†1,59,24,2	..	..	..	..	..	..
..	..	..	..	..	..	24	1,5	1,10,7	15,6	41,4	8,63,6

5′ 6″ gauge.
3′ 3⅜″ gauge.
railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class 1*

III.—Light

Railway.	(3) Fodder.			(4) Fruits and vegetables, fresh.			(5) Jute, raw.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	67	68	69	70	71	72	73	74	75
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	32,2	40,3	2,70,0	25,5	44,4	7,09,3	8,8	32,2	2,56,7
Bombay, Baroda and Central India	145,6	159,4	11,92,0	29,4	41,9	8,80,5	..	..	..
Eastern Bengal	26,5	46,6	2,29,0	9,9	39,5	4,82,3	426,2	1,024,5	1,47,35,8
East Indian	127,1	150,7	10,30,3	86,4	117,3	13,28,3	33,5	100,1	6,29,5
Great Indian Peninsula	89,2	117,4	11,18,5	84,4	113,7	14,21,6	..	..	..
Madras and Southern Mahratta	18,5	26,7	2,02,7	63,4	98,5	12,95,8	..	..	..
Nizam's Guaranteed State	3,3	4,6	45,6	..	..	..	..	..	..
North Western	80,9	117,9	8,74,6	71,1	91,4	12,38,0	..	..	..
South Indian	8,7	16,1	4,14,4	29,5	45,3	10,71,4	2	3	7,5
Total	532,0	‖679,7	54,67,1	399,6	‖592,0	84,27,2	468,7	‖1,157,1	1,56,29,5
3′ 3¾″ Gauge.									
Assam Bengal	..	..	..	20,8	27,0	1,62,1	185,8	192,4	13,47,2
Bengal and North Western	29,4	31,5	1,42,9	461,2	468,2	7,35,4	..	..	..
Bombay, Baroda and Central India	21,4	26,5	*	44,3	55,4	*	..	..	..
Burma	82,8	82,8	3,67,7	114,1	114,1	1,358,5	..	..	..
Eastern Bengal	12,6	19,5	*	5,5	48,9	*	519,5	582,1	*
Jodhpur	4,4	6,5	27,2	1,3	5,7	0,7	..	..	1
Madras and Southern Mahratta	15,9	21,1	*	36,5	42,5	*	..	..	..
Nizam's Guaranteed State	1,8	1,9	*	..	..	..	..	..	..
Rohilkund and Kumaon	5,0	5,5	22,6	10,1	10,8	79,0	5	5	2,8
South Indian	33,2	38,0	*	77,6	92,9	*	6	6	*
Total	206,5	‖233,3	5,60,4	771,4	‖865,5	23,75,7	706,4	‖775,6	13,50,1
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	2,4	4,0	*	2,2	3,8	*	..	..	..
Bombay, Baroda and Central India	1,4	1,8	*	1,8	2,4	*	..	..	..
Eastern Bengal	..	..	*	1	7	*	8,1	8,2	*
Great Indian Peninsula	2	1,4	*	4	9	*	..	..	..
Jodhpur	..	1	†	..	..	..	..	..	..
North Western — 2′ 6″ gauge	2,8	5,4	*	14,6	16,3	*	..	..	..
North Western — 2′ 0″ gauge	..	..	..	..	..	..	..	..	..
South Indian	2,3	2,3	*	8	1,5	*	..	..	..
Total	9,1	‖15,0	..	19,9	‖25,6	..	8,1	‖8,2	..
Total, 1927-28	747,6	‖928,0	60,27,5	1,190,9	‖1,483,1	1,08,02,9	1,183,2	‖1,940,9	1,69,79,6
Total, 1926-27	*797,1*	‖*934,1*	*69,31,5*	*1,075,4*	‖*1,340,1*	*91,,02,2*	*1,202,3*	‖*2,034,4*	*1,77,56,7*
Increase	..	..	..	115,5	143,0	17,00,7	..	..	..
Decrease	49,5	56,1	4,0	..	..	..	19,1	93,5	7,77,1

* Shown under
† Shown under
‖In these totals consignments passing over two or more
‡ Not

Railways and the earnings therefrom for 1927-28 (In hundreds).

merchandise.

(6) Iron and steel, wrought.			Kerosine Oil.								
			(7) Kerosine oil in tins.			(8) Kerosine oil in bulk.			(9) Petrol in tins.		
Originating on Home line whether local or Foreign. 76	Total. 77	Earnings. 78	Originating on Home line whether local or Foreign. 79	Total. 80	Earnings. 81	Originating on Home line whether local or Foreign. 82	Total. 83	Earnings. 84	Originating on Home line whether local or Foreign. 85	Total. 86	Earnings 87
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
284,1	307,1	16,86,6	35,3	42,8	6,91,4	16,2	18,0	4,57,0	4,3	4,5	1,37,9
114,4	125,4	30,69,1	53,4	53,7	11,95,9	6,0	6,0	1,15,6	6,9	7,0	3,03,1
39,8	168,2	15,91,2	199,8	201,1	10,39,2	52,2	52,2	2,41,4	18,5	19,3	1,57,7
212,0	349,2	43,31,2	7,8	95,0	22,17,6	4	21,3	5,53,4	3,3	4,3	90,2
152,6	189,6	31,92,0	87,2	88,1	19,93,3	24,7	24,8	5,50,7	17,4	18,2	5,07,5
56,3	75,5	14,45,0	52,2	52,7	10,43,7	21,8	21,8	3,79,8	8,0	8,3	3,67,8
2,4	13,9	2,83,6	3	6,8	1,74,0	1	4,4	55,9	3	8	24,4
152,0	188,2	46,64,4	78,2	78,6	26,16,7	15,0	15,1	4,29,3	18,1	18,1	9,02,4
2,3	22,7	6,56,6	5,1	22,4	5,31,4	5,8	8,1	4,30,8	1,2	4,2	3,01,9
1,015,9	‖1,439,8	2,09,19,7	519,3	‖641,2	‖5,03,2	142,2	‖171,7	32,13,9	78,0	‖84,7	27,92,9
56,4	71,3	7,22,8	45,2	75,4	8,23,3	1,2	1,6	17,2	4,0	11,0	2,48,1
12,6	31,7	2,90,4	6	1,8	23,4	9,8	56,5	5,19,3	1	1	1,3
8,7	72,1	*	2,0	25,7	*	3,5	4,3	*	2,3	5,1	*
44,3	44,3	5,26,8	42,3	42,3	6,14,0	5	5	6,3	9,0	9,0	3,79,6
5,4	57,6	*	8,1	43,4	*	4	8,8	*	1	2,2	*
1,4	13,1	2,39,8	2	8,2	2,04,3	3	8	22,1	1	1,3	56,1
11,0	41,8	*	31,0	42,0	*	8,9	9,1	*	12	7,9	
1,6	12,5	*	3	8,9	*	..	2	*	2	5	*
3,7	11,9	63,7	1,7	5,2	26,5	1	2	1,2	3	3	2,7
35,6	43,7	*	44,8	45,6	*	31,5	31,5	*	7,6	9,0	*
180,7	‖400,0	18,43,5	176,2	‖298,5	16,91,5	56,2	‖114,0	5,66,1	24,9	‖46,4	6,87,8
2,7	9,2	*	2,2	8,4	*	1	2,2	*	7	1,0	*
5	5,4	*	1	2,1	*	..	..	..	..	1	*
..	1,2	*	1	7	*	..	..	..	..	1	*
8	4,9	*	1,4	6,7	*	..	..	..	..	9	*
..	1	†	..	1	†	..	..	..	..	..	..
6	4,6	*	1	2,2	*	..	1	*	2	1,6	*
..	..	..	..	..	..	..	..	..	..	..	..
..	4	*	1	1,2	*	..	..	..	..	2	*
4,6	‖25,8	..	4,0	‖21,4	..	1	‖2,3	..	9	‖3,9	..
1,201,2	‖1,865,6	2,27,63,2	699,5	‖961,1	1,31,947	198,5	‖288,0	37,80,0	103,8	‖1,35,0	34,80,7
1,016,2	*‖1,605,0*	*1,96,92,8*	‡	‡	‡	‡	‡	‡	‡	‡	‡
185,0	260,6	30,70,4	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..

5′ 6″ gauge.
3′ ⅜″ gauge.
railways are considered as two or more separate consignments.
available.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	Kerosine Oil.						(12) Tobacco.		
	(10) Petrol in bulk.			(11) Total.					
	Originating on Home line whether local or Foreign. 88	Total. 89	Earnings. 90	Originating on Home line whether local or Foreign. 91	Total. 92	Earnings. 93	Originating on Home line whether local or Foreign. 94	Total. 95	Earnings. 96
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	1,8	2,0	64,3	57,6	67,3	13,50,6	10,2	27,4	5,63,0
Bombay, Baroda and Central India	1,0	1,1	51,7	67,3	67,8	16,66,3	26,6	31,6	8,92,0
Eastern Bengal	18,4	18,8	1,46,0	2,88,9	291,4	15,84,3	11,9	33,5	8,74,1
East Indian	2	8,4	4,13,9	11,7	129,0	32,75,1	22,0	45,7	8,02,6
Great Indian Peninsula	6,2	6,6	2,46,4	135,5	137,7	32,97,9	4,6	25,4	6,12,4
Madras and Southern Mahratta	9,2	9,2	2,09,8	91,2	92,0	20,01,1	27,8	42,9	9,29,4
Nizam's Guaranteed State	..	1,8	29,4	7	13,8	2,83,7	6	2,9	74,1
North Western	9,8	10,0	5,72,8	121,1	121,8	45,21,2	23,9	32,5	6,88,9
South Indian	1	3,8	2,68,9	12,2	38,5	15,33,0	15,7	20,5	4,17,0
Total	46,7	‖61,7	26,03,2	786,2	‖959,3	1,95,13,2	143,3	‖262,4	58,53,5
3′ 3½″ GAUGE.									
Assam Bengal	2	7	27,0	50,6	88,7	11,15,6	2,6	9,4	1,28,2
Bengal and North Western	3	2,7	1,41,7	10,8	61,1	6,85,7	39,7	42,7	5,21,1
Bombay, Baroda and Central India	1	1,4	*	7,9	37,0	*	10,2	22,7	*
Burma	..	..	..	51,8	51,8	9,99,9	22,6	22,6	2,53,2
Eastern Bengal	..	2,7	*	8,6	57,1	*	25,1	42,1	*
Jodhpur	..	1	7	6	10,4	2,83,2	5	3,7	56,0
Madras and Southern Mahratta	..	..	..	41,1	59,0	*	17,4	21,0	*
Nizam's Guaranteed State	..	..	..	5	9,6	*	5	1,8	*
Rohilkund and Kumaon	1	1,4	20,7	2,2	7.1	51,1	3,0	4,1	42,7
South Indian	6,1	6,5	*	90,0	92,6	*	12,3	18,8	*
Total	6,8	‖15,5	1,90,1	264,1	‖424,4	31,35,5	133,9	‖188,9	10,01,2
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	..	..	..	3,0	11,6	*	1,5	3,9	*
Bombay, Baroda and Central India	..	..	..	1	2,2	*	1	2	*
Eastern Bengal	..	..	..	1	8	*	..	3	*
Great Indian Peninsula	..	1	*	1,4	7,7	*	..	6	*
Jodhpur	..	..	..	..	1	†	..	1	†
North Western (2′ 6″ gauge)	..	1	*	3	4,0	*	1	1,2	*
North Western (2′ 0″ gauge)	..	..	..	..	..	..	..	..	..
South Indian	..	..	..	1	1,4	*	1	9	*
Total	..	‖2	..	5,0	‖27,8	..	1,8	‖7,2	..
Total, 1927-28	53,5	‖77,4	21,93,3	1,055,3	‖1,461,5	2,26,48,7	279,0	‖458,5	68,54,7
Total, 1926-27	‡	‡	‡	*916,4*	‖*1,316,4*	*2,03,83,1*	*262,6*	‖*446,4*	*65,68,5*
Increase	..	..	..	138,9	145,1	22,65,6	16,4	12,1	2,86,2
Decrease	..	..	..	..	..	..	..	..	..

* Shown under
† Shown under
‖In these totals consignments passing over two or more
‡ Not

Railways and the earnings therefrom for 1927-28 (In hundreds).

merchandise—*concld.*						IV Military Stores.			V Railway materials.		
(13) Provisions.			(14) Total light merchandise.								
Originating on Home line whether local or Foreign. 97	Total. 98	Earnings. 99	Originating on Home line whether local or Foreign. 100	Total. 101	Earnings. 102	Originating on Home line whether local or Foreign. 103	Total. 104	Earnings. 105	Originating on Home line whether local or Foreign. 106	Total. 107	Earnings. 108
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
51,4	73,6	10,57,9	489,5	649,3	73,36,0	8	4,5	74,9	467,9	530,1	23,49,3
49,7	68,5	14,93,2	542,2	613,5	1,56,50,3	2,3	2,7	1,08,4	395,7	435,1	8,60,8
11,9	19,2	3,54,3	837,0	1,649,0	2,05,28,2	9,6	11,8	19,9	470,3	484,5	6,44,4
48,6	67,6	12,92,3	627,6	1,073,9	1,57,06,2	49,5	79,5	6,75,0	10,25,3	10,53,6	30,15,0
74,2	112,6	20,07,6	687,5	887,3	1,72,00,8	42,3	88,2	9,19,3	1,575,2	16,97,8	19,98,2
49,7	90,2	16,50,4	333,5	491,0	93,62,1	4,1	9,3	1,09,8	300,8	371,4	8,86,7
3,3	20,7	3,74,8	14,4	76,9	15,01,1	1,0	7,8	43,1	63,8	67,4	79,2
56,4	61,5	18,61,4	616,4	757,3	1,77,19,6	232,4	272,3	20,69,1	36,18,6	36,33,8	37,80,5
84,5	121,5	28,73,5	171,5	294,2	79,42,6	2	2,1	42,4	127,7	139,6	5,38,3
429,7	‖635,4	1,29,65,4	4,313,6	‖64,92,4	1,129,46,9	342,2	‖478,2	40,61,9	8,045,3	‖8,413,3	1,41,53,4
9,8	13,2	1,31,6	326,0	402,0	36,07,5	..	..	..	..	..	..
14,9	19,0	2,37,9	584,3	700,7	35,25,8	3,6	3,6	12,1	27,8	62,7	1,74,5
9,9	42,4	*	162,8	360,5	*	6,6	12,6	*	119,9	183,6	*
36,4	36,4	5,79,1	370,5	370,5	45,80,3	4,6	4,6	34,9	57,0	57,0	1,65,0
9,6	28,2	*	587,5	849,9	*	..	6	*	170,1	178,1	*
2,5	9,5	1,24,9	19,9	66,0	9,81,0	..	2	4,7	103,3	123,3	1,91,6
46,2	64,0	*	194,9	296,2	*	2,7	5,3	*	94,4	119,9	*
6,0	11,5	*	14,3	44,4	*	1	2,9	*	4,3	5,6	*
2,6	4,4	30,6	29,2	53,4	3,69,1	8,5	8,6	38,5	175,9	177,3	4,97,4
105,6	153,7	*	393,2	486,1	*	5	2,0	*	1,029,1	1,044,1	*
243,5	‖382,3	11,04,1	2,682,6	‖3,629,7	1,30,63,7	26,6	‖40,4	90,2	1,781,8	‖1,951,6	10,29,1
6,0	9,3	*	21,0	50,2	*	4	4	*	33,0	38,4	*
2,2	3,1	*	7,8	18,3	*	..	..	..	4	2,3	*
..	2	*	8,3	11,7	*	..	..	..	5,2	5,2	*
2	2,1	*	4,0	21,0	*	..	..	..	..	1	*
..	1	†	1	1,3	†	..	..	..	2,1	2,1	†
7	1,9	*	19,3	36,1	*	9,8	28,3	*	33,0	44,3	*
..	..	..	..	..	..	1,7	1,7	*	4,9	4,9	*
6,8	7,5	*	10,1	14,3	*	..	..	..	5	6	*
15,9	‖24,2	..	70,6	‖152,9	..	11,9	‖30,4	..	79,1	‖97,9	..
689,1	‖1,041,9	1,40,69,5	7,066,8	‖ 10,275,0	12,60,10,6	380,7	‖549,0	41,52,1	9,906,2	‖10,462,8	1,51,82,5
630,9	‖*952,2*	*1,30,48,0*	*6,639,4*	‖*9,817,0*	*11,94,21,6*	*382,2*	‖*524,0*	*37,45,4*	*8,304,7*	‖*8,809,5*	*1,20,48,4*
58,2	89,7	10,21,5	427,4	458,0	65,89,0	..	25,0	4,06,7	1,601,5	1,653,3	31,34,1
..	..	..	..	..	..	1,5	..	..	..	..	..

5' 6" gauge.
3'3½" gauge.
railways are considered as two or more separate consignments.
available.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	VI—Other Commodities.			Total (Total of items I, II (15), III (14), IV, V and VI.)			VII—Live—Stock.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	109	110	111	112	113	114	115	116	117
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	1,475,3	1,731,0	1,11,52,3	11,962,7	13,447,6	5,92,68,6	11,4	12,0	1,53,4
Bombay, Baroda and Central India	595,2	741,9	1,32,84,9	2,571,3	4,002,0	6,58,38,6	22,3	36,2	21,11,1
Eastern Bengal	371,5	602,4	48,46,2	2,081,1	5,044,1	3,58,48,0	3,2	4,4	2,64,0
East Indian	1,440,3	2,081,4	2,09,03,8	16,782,9	20,111,7	12,19,36,3	25,3	37,5	14,62,8
Great Indian Peninsula	1,307,1	1,560,1	1,66,05,9	6,358,9	9,457,3	9,54,76,3	21,4	22,8	5,06,2
Madras and Southern Mahratta	456,5	730,7	1,07,38,3	2,013,5	3,529,7	5,28,05,5	7,7	7,9	3,04,8
Nizam's Guaranteed State	66,1	135,0	16,94,0	958,4	1,244,2	1,21,76,4	1	2	27,4
North Western	1,292,7	1,640,9	1,87,12,0	10,153,0	12,011,3	9,59,56,2	32,3	33,0	6,35,9
South Indian	162,2	262,2	51,86,3	697,4	1,299,2	2,73,49,6	2,4	2,5	2,20,2
Total	7,166,9	‖9,485,6	10,31,23,7	53,569,2	‖70,147,1	56,66,55,5	126,1	‖156,5	56,85,8
3′ 3¾″ GAUGE.									
Assam Bengal	371,6	498,3	44,92,6	1,094,8	1,465,5	1,13,44,5	1,9	3,1	31,9
Bengal and North Western	281,2	406,3	31,47,5	2,195,8	3,117,8	1,83,31,3	21,2	22,5	3,53,4
Bombay, Baroda and Central India	218,7	431,6	*	1,658,1	3,282,6	*	29,3	31,5	*
Burma	702,6	702,6	73,53,7	3,882,7	3,882,7	2,87,31,6	21,8	21,8	6,76,0
Eastern Bengal	58,8	219,1	*	1,015,2	2,117,7	*	1,5	15,7	*
Jodhpur	42,3	96,4	9,87,5	333,3	606,4	44,28,2	1,5	1,6	15,8
Madras and Southern Mahratta	257,3	385,0	*	1,685,6	2,442,3	*	5,5	5,8	*
Nizam's Guaranteed State	37,3	55,6	*	326,9	498,0	*	1,2	1,2	*
Rohilkund and Kumaon	86,6	107,6	4,90,1	771,1	893,1	34,46,1	5	7	8,9
South Indian	305,0	387,3	*	3,069,9	3,435,8	*	5,8	6,3	*
Total	2,361,4	‖3,289,8	1,64,71,4	16,033,4	‖21,741,9	6,62,81,7	90,2	‖110,2	10,86,0
2′ 6″ and 2′ 0″ GAUGES.									
Bengal Nagpur	83,6	110,5	*	625,0	778,4	*	1	1	*
Bombay, Baroda and Central India	11,7	19,2	*	149,7	207,1	*	1	2	*
Eastern Bengal	2,4	3,8	*	16,4	27,5	*	..	..	*
Great Indian Peninsula	6,5	24,2	*	117,5	218,4	*	..	..	..
Jodhpur	4	6	†	5,4	8,4	†	..	..	..
North Western — 2′ 6″ gauge	50,1	77,8	*	208,5	327,2	*	2	3	..
North Western — 2′ 0″ gauge	4	4	*	10,1	10,1	*	..	..	..
South Indian	2,7	6,1	*	32,8	53,7	*	..	..	..
Total	157,8	‖242,6	..	1,165,4	‖1,630,8	..	4	‖6	..
Total, 1927-28	9,686,1	‖13,018,0	11,95,95,1	70,768,0	‖93,519,8	63,29,37,2	216,7	‖267,3	67,71,8
Total, 1926-27	*9,654,3*	*‖13,191,6*	*11,44,11,3*	*65,724,1*	*‖87,712,6*	*59,65,71,3*	*219,4*	*‖275,0*	68,80,0
Increase	31,8	..	51,83,8	5,043,9	5,807,2	3,63,65,9	..	..	..
Decrease	.	173,6	..	..	..	..	2,7	7,7	1,08,2

* Shown under
† Shown under
‖In these totals consignments passing over two or more
‡ Not

Railways and the earnings therefrom for 1927-28 (In hundreds).

VIII.—Materials and Stores on Revenue Account.									Grand total.		
(1) Fuel.			(2) General Stores and materials.			(3) Total.					
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
118	119	120	121	122	123	124	125	126	127	128	129
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
786,6	789,0	23,91,3	431,8	447,3	3,94,4	1,218,4	1,236,3	27,85,7	13,182,5	14,695,9	6,22,07,7
24,2	321,9	13,48,2	405,2	409,1	8,02,6	429,4	731,0	21,50,8	3,023,0	4,769,2	7,01,00,5
6,2	308,6	9,12,4	566,2	678,1	9,58,7	572,4	986,7	18,71,1	2,656,7	6,0352	3,79,83,1
1,728,3	1,728,3	63,01,2	1,364,4	1,364,4	16,82,6	3,092,7	3,092,7	79,83,8	19,900,9	23,241,9	13,13,82,9
188,4	1,142,3	52,29,4	1,771,4	1,771,4	6,74,6	1,959,8	2,913,7	59,04,0	8,340,1	12,393,8	10,18,86,5
139,9	367,6	9,77,9	320,2	323,1	7,06,8	454,1	690,7	16,84,7	2,475,3	4,228,3	5,47,95,0
120,1	119,7	2,82,2	36,8	4,21	40,2	156,9	161,8	3,22,4	1,115,4	1,406,2	1,25,26,2
192,2	1,291,3	46,46,5	2,117,5	2,262,4	26,84,2	2,309,7	3,553,7	73,30,7	12,495,0	15,598,0	10,39,22,8
96,7	140,3	4,02,6	300,8	308,0	3,04,5	397,5	448,3	7,07,1	1,097,3	1,750,0	2,82,76,9
3,276,6	‖6,209,0	2,24,91,7	7,314,3	‖7,605,9	82,48,6	10,590,9	‖13,814,9	3,07,40,3	64,286,2	‖84,118,5	60,30,81,6
63,0	86,0	1,51,3	79,9	88,6	98,3	142,9	174,6	2,49,6	1,239,6	1,643,2	1,16,26,0
43,8	262,9	5,43,3	163,7	163,7	1,62,8	207,5	426,6	7,06,1	2,424,5	3,566,9	1,93,90,8
12,2	233,0	*	299,1	306,3	*	311,3	539,3	*	1,998,7	3,853,4	*
345,2	345,2	5,91,4	1,243,8	1,243,8	11,75,8	1,589,0	1,589,0	17,67,2	5,493,5	5,493,5	3,11,74,8
22,4	143,7	*	205,6	236,4	*	228,0	380,1	*	1,244,7	2,513,5	*
1,1	54,2	1,26,4	82,6	88,3	49,5	83,7	142,5	1,75,9	418,5	750,5	46,19,9
1,48,0	148,2	*	277,4	288,3	*	425,4	436,5	*	2,116,5	2,884,6	*
2,2	30,2	*	77,1	78,0	*	79,3	108,2	*	407,4	607,4	*
40,1	40,1	16,8	97,1	97,1	53,9	137,2	137,2	70,7	908,8	1,031,0	35,25,7
215,8	219,9	*	604,5	615,9	*	820,3	835,8	*	3,896,0	4,277,9	*
893,8	‖1,563,4	14,29,2	3,130,8	‖3,206,4	15,40,3	4,024,6	‖4,769,8	29,69,5	20,148,2	‖26,621,9	7,03,37,2
50,6	53,3	*	88,0	89,5	*	138,6	142,8	*	763,7	921,3	*
..	1,6	*	1,8	2,7	*	1,8	4,3	*	151,6	211,6	*
..	..	..	2,9	3,2	*	2,9	3,2	*	19,3	30,7	*
..	..	..	33,6	3,36	*	33,6	33,6	*	151,1	252,0	*
..	..	..	1	1	†	1	1	†	5,5	8,5	†
11,8	12,3	*	28,2	3,91	*	40,0	51,4	*	248,7	378,9	*
3	3	*	4	4	*	7	7	*	10,8	10,8	*
..	2,1	*	4,9	5,2	*	4,9	7,3	*	37,7	61,0	*
62,7	‖69,6	..	159,9	‖173,8	..	222,6	‖243,4	..	1,388,4	‖1,874,8	..
4,233,1	‖7,842,0	2,39,20,9	10,605,0	‖10,986,1	97,88,9	14,838,1	‖18,828,1	3,37,09,8	85,822,8	‖112,615,2	67,34,18,8
‡	‡	‡	‡	‡	‡	16,132,6	‖19,696,9	2,89,62,3	82,076,1	‖107,684,5	63,24,13,6
..	..	..	..	..	..	..	..	47,47,5	3,746,7	4,930,7	4,10,05,2
..	..	..	..	..	..	1,294,5	868,8	..	..	..	..

5′ 6″ gauge.
3′ 3⅜″ gauge.
railways are considered as two or more separate consignments.
avaailable.

30.—Analysis of operating expenses of

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	General Administration.—(A. I.)					Track (Running lines	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	As.		Rs.	Rs.
5′ 6″ Gauge.							
Bengal Nagpur	19,04,662	865·2	601·5	2·54	3·67	31,53,393	1,432·4
Bombay, Baroda and Central India	12,00,185	906·9	576·5	2·51	2·78	17,69,576	1,337·1
Eastern Bengal	9,96,718	1,309·2	658·0	2·59	3·22	18,18,055	2,388·0
East Indian	37,03,581	927·2	557·1	1·91	3·06	49,94,085	1,250·2
Great Indian Peninsula	30,69,775	886·5	561·4	2·05	3·02	28,75,764	830·5
Madras and Southern Mahratta	8,11,993	756·3	593·0	2·10	2·74	10,32,535	961·8
Nizam's Guaranteed State	2,10,405	449·4	335·8	2·38	4·89	3,92,237	837·8
North Western	35,22,820	595·0	407·8	2·25	2·84	94,76,124	1,600·4
South Indian	3,25,140	660·9	554·9	2·05	2·80	5,39,710	1,097·1
3′ 3⅜″ Gauge.							
Assam-Bengal	5,65,078	519·4	433·6	2·82	4·81	8,67,043	797·0
Bengal and North-Western	5,86,060	282·2	228·9	1·28	4·02	*21,53,094	*1,036·8
Bombay, Baroda and Central India	10,49,582	428·9	361·1	1·69	3·19	15,81,927	646·4
Burma	12,61,280	660·9	479·3	2·43	4·35	*34,23,017	*1,793·6
Eastern Bengal	5,52,316	595·9	451·8	2·28	3·50	11,66,326	1,258·5
Jodhpur	1,52,602	181·3	155·3	1·39	2·07	4,35,771	517·8
Madras and Southern Mahratta	6,64,482	335·7	298·4	1·38	2·89	15,02,162	758·9
Nizam's Guaranteed State	2,17,816	374·9	322·5	2·50	5·56	3,61,309	621·9
Rohilkund and Kumaon	1,34,476	235·6	197·8	1·57	3·77	2,73,346	478·9
South Indian	9,15,346	619·6	514·8	1·75	3·52	8,72,275	590·5
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur	2,17,832	243*7	220·0	2·17	5·01	5,24,473	586·7
Bombay, Baroda and Central India	28,886	168·0	148·1	2·43	4·34	1,38,655	806·2
Eastern Bengal	7,078	136·9	126·1	0·75	3·42	30,795	595·5
Jodhpur	694	27·5	26·7	0·58	2·84	5,950	235·6
North Western — 2′ 6″ Gauge	2,13,260	427·6	360·9	3·62	3·74	5,12,213	1,027·1
North Western — 2′ 0″ Gauge	8,213	195·5	181·3	2·49	2·95	27,969	665·9
South Indian	28,779	291·6	272·5	2·76	6·77	61,748	625·7

* Including Replacement

Class I Railways for the year 1927-28.

WORKS.												
SIDINGS AND YARDS.)—[A-II. 1 (a)]			BRIDGES AND TUNNELS AND CONSERVANCY OF RIVERS—[A-II. 1 (b) AND A-II. 3].					OTHER STRUCTURAL WORKS.—[A-II. 1. (c) to (g)].				
Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
9	10	11	12	13	14	15	16	17	18	19	20	21
Rs.	As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
995·9	4·21	6·08	2,22,668	101·1	70·3	0·29	0·43	15,69,817	713·1	495·8	2·09	3·02
850·0	3·70	4·09	2,67,042	201·8	128·3	0·55	0·62	8,42,617	636·7	404·7	1·76	1·97
1,200·3	4·73	5·88	3,07,427	403·8	202·9	0·80	1·00	15,67,617	2,059·1	1,034·9	4·08	5·06
751·3	2·58	4·13	5,74,421	143·8	86·4	0·30	0·48	41,14,973	1,030·1	619·0	2·12	3·40
526·0	1·92	2·83	3,37,430	97·5	61·7	0·22	0·33	33,09,720	955·8	605·3	2·21	3·25
754·0	2·67	3·48	1,30,766	121·3	95·5	0·34	0·44	8,45,209	787·3	617·3	2·19	2·85
719·2	4·44	9·11	8,729	18·6	16·0	0·10	0·20	1,19,139	254·5	218·4	1·35	2·77
1,096·9	6·05	7·65	9,46,822	159·9	109·6	0·60	0·77	48,25,405	815·0	558·6	3·09	3·89
921·2	3·41	4·64	33,874	68·9	57·8	0·21	0·29	1,51,785	308·5	259·1	0·96	1·31
665·3	4·32	7·39	98,140	90·2	75·3	0·49	0·83	3,74,511	344·3	287·4	1·87	3·19
*841·1	*4·72	*14·8	*—5,77,883	*—278·3	*—225·7	*—1·27	*—3·97	*5,22,453	*251·6	*204·1	*1·15	*3·59
544·3	2·54	4 81	2,14,974	87·9	73·9	0·35	0·65	7,48,967	306·1	257·7	1·20	2·25
*1,300·7	*6·59	*11·8	*9,90,974	*519·3	*376·6	*1·92	*3·42	*14,80,419	*775·7	*562·5	*2·85	*5·11
954·0	4·82	7·39	2,02,883	218·9	165·9	0·84	1·28	8,33,096	898·9	681·4	3·44	5·28
443·5	3·96	5·91	17,962	21·4	18·3	0·16	0·24	1,25,144	148·7	127·4	1·14	1·70
674·5	3·12	6·55	98,811	49·9	44·4	0·20	0·43	4,53,936	229·3	203·8	0·94	1·98
535·0	4·16	9·21	10,402	17·9	15·4	0·12	0·26	87,371	150·4	129·4	1·01	2·23
402·0	3·15	7·67	23,630	41·4	34·8	0·27	0·66	1,06,010	185·7	155·9	1·22	2·99
490·6	1·66	3·36	61,203	41·4	34·4	0·12	0·24	4,80,244	325·1	270·1	0·91	1·83
529·6	5·21	12·1	30,783	34·4	31·1	0·31	0·71	1,12,566	125·9	113·7	1·12	2·59
711·1	11·7	20·8	10,957	63·7	56·2	0·92	1·64	9,648	56·1	49·5	0·81	1·45
548·7	3·26	14·9	263	5·09	4·69	0·03	0·13	8,337	161·2	148·5	0·88	4·02
228·7	4·97	24·3	211	8·36	8·11	0·18	0·86	317	12·6	12·2	0·26	1·30
86 9	8·70	8:99	92,148	184·8	155·9	1·57	1·62	1,60,342	321·5	271·3	2·72	2·81
617·4	8·49	10·0	4,372	104·1	96·5	1 33	1·57	2,469	58·8	54·5	0·75	0·88
584·8	5·02	14·5	868	8·79	8·22	0·08	0·20	10,974	111·2	103·9	1·05	2·58

and Renew als.

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL.									
	EQUIPMENT.— (A. II-2)					TOTAL ORDINARY REPAIRS AND MAINTENANCE—A.II				
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Per centage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
	22	23	24	25	26	27	28	29	30	31
5′ 6″ GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
Bengal Nagpur	90,856	41·3	28·7	0·12	0·18	55,43,445	2,518·1	1,750·7	7·39	10·7
Bombay, Baroda and Central India	52,690	39·8	25·3	0·11	0·11	31,40,258	2,372·8	1,508·3	6·56	7·26
Eastern Bengal	90,964	119·5	60·0	0·24	0·29	34,72,628	4,561·3	2,292·6	9·04	11·2
East Indian	3,13,922	78·6	47·2	0·16	0·26	1,09,43,157	2,739·5	1,646·2	5·65	9·05
Great Indian Peninsula	3,72,167	107·5	68·1	0·25	0·37	78,85,946	2,277·4	1,442·3	5·27	7·75
Madras and Southern Mahratta	98,022	91·3	71·6	0·25	0·33	23,10,772	2,152·4	1,687·6	5·98	7·78
Nizam's Guaranteed State	14,659	31·3	26·9	0·17	0·34	5,50,923	1,176·8	1,010·1	6·24	12·8
North Western	3,42,479	57·9	39·6	0·22	0·28	1,17,45,727	1,983·7	1,359·7	7·60	9·48
South Indian	16,819	34·2	28·7	0·11	0·14	7,98,423	1,623·0	1,362·7	5·05	6·87
3′ 3½″ GAUGE.										
Assam-Bengal	33,845	31·1	26·0	0·17	0·29	14,55,950	1,338·3	1,117·2	7·26	12·4
Bengal and North-Western	44,994	21·7	17·6	0·10	0·31	25,11,950*	*1,209·6	*981·2	*5·51	*17·2
Bombay, Baroda and Central India	50,532	20·6	17·4	0·08	0·15	27,27,402	1,114·5	938·4	4·38	8·29
Burma	69,019	36·2	26·2	0·13	0·24	39,85,594	2,088·4	1,514·4	7·68	13·7
Eastern Bengal	67,931	73·3	55·6	0·28	0·43	24,79,654	2,675·6	2,028·3	10·2	15·7
Jodhpur	43,178	51·3	43·9	0·39	0·59	6,84,344	813·2	696·5	6·22	9·29
Madras and Southern Mahratta	46,433	23·5	20·8	0·10	0·20	24,08,561	1,216·8	1,081·5	4·99	10·5
Nizam's Guaranteed State	19,518	33·6	28·9	0·22	0·50	4,89,362	842·3	724·6	5·63	12·5
Rohilkund and Kumaon	5,494	9·62	8·08	0·06	0·15	4,96,847	870·5	730·7	5·72	13·9
South Indian	34,178	23·1	19·2	0·07	0·13	15,69,392	1,062·4	882·7	2·99	6·03
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal Nagpur	18,960	21·2	19·1	0·19	0·44	7,42,713	830·9	750·0	7·38	17·1
Bombay, Baroda and Central India	1,224	7·12	6·28	0·10	0·18	1,69,463	985·3	869·1	14·3	25·4
Eastern Bengal	344	6·65	6·13	0·03	0 17	42,106	814·3	750·2	4·45	20·3
Jodhpur	55	2·18	2·11	0·04	0·22	6,661	263·8	256·0	5·56	27·2
North Western — 2′ 6″ Gauge	19,007	38·1	32·2	0·32	0·34	8,06,210	1,616·6	1,364·4	13·7	14·2
North Western — 2′ 0″ Gauge	792	18·8	17·5	0·23	0·28	30,123	717·2	665·0	9·14	10·8
South Indian	1,508	15·3	14·3	0·14	0·36	78,593	796·4	744·3	7·54	18·5

*Includes Replacement and renewal.

Class I Railways for the year 1927-28—contd.

WORKS—*contd.*

Total replacement and Renewal (A. IV.)					Total Maintenance of Structural Works—less value of Stores returned to Stock.—(Total. Abstract A.)				
Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
49,47,927	2,247·6	1,562·6	6·60	9·53	1,18,84,200	5,398·5	3,753·2	15·8	22·9
51,41,427	3,884·8	2,469·5	10·7	11·9	94,81,870	7,164·5	4,554·3	19·8	21·9
26,36,065	3,462·4	1,740·3	6·86	8·52	71,05,411	9,332·9	4,690·9	18·5	23·0
1,01,75,000	2,547·2	1,530·6	5·26	8·41	2,48,21,738	6,214·0	3,733·9	12·8	20·5
81,44,288	2,352·0	1,489·5	5·44	8·01	1,91,00,009	5,516·0	3,493·3	12·8	18·8
54,52,293	5,078·7	3,981·9	14·1	18·4	85,75,058	7,987·4	6,262·5	22·2	28·9
—43,273	—92·4	—79·3	—0·49	—1·01	7,18,055	1,533·8	1,316·5	8·13	16·7
1,34,83,757	2,277·3	1,560·8	8·61	10·9	2,87,52,304	4,856·0	3,328·3	18·4	23·2
26,49,463	5,385·7	4,522·0	16·7	22·8	37,73,026	7,669·7	6,439·7	23·8	32·4
5,64,825	519·2	433·4	2·82	4·81	25,68,994	2,361·4	1,971·3	12·8	21·9
*	*	*	*	*	30,98,010	1,491·9	1,210·2	6·79	21·3
33,90,367	1,385·4	1,166·6	5·44	10·3	71,67,351	2,928·8	2,466·1	11·5	21·8
†26,41,800	†1,384·2	†1,003·8	†5·09	†9·12	78,88,674	4,133·5	2,997·5	15·2	27·2
15,01,109	1,619·7	1,227·8	6·20	9·50	45,33,079	4,891·2	3,707·9	18·7	28·7
18,00,564	2,139·5	1,832·5	16·4	24·4	26,12,846	3,104·7	2,659·2	23·7	35·5
26,59,949	1,343·8	1,194·3	5·51	11·6	57,32,992	2,896·3	2,574·2	11·9	25·0
53,947	92·8	79·9	0 62	1·38	7,61,125	1,310·0	1,127·1	8·75	19·4
2,66,629	467·1	392·1	3·07	7·48	8,97,952	1,573·2	1,320·6	10·4	25·2
43,76,605	2,962·7	2,461·6	8·35	16·8	68,61,343	4,644·8	3,859·1	13·1	26·4
1,76,395	199·6	180·1	1·77	4·10	11,32,989	1,267·5	1,144·1	11·3	26·1
60,209	350·1	308·8	5·08	9·03	2,58,558	1,503·4	1,326·0	21·8	38·8
19,960	386·0	355·6	2·11	9·63	69,144	1,337·2	1,231·9	7·31	33·4
1,096	43·4	42·1	0·92	4·48	8,078	319·9	310·4	6·75	33·0
9,70,247	194·6	1,641·9	16·5	17·0	19,89,717	2,238·8	3,367·2	33·8	34·9
71,433	1,700·8	1,576·9	21·7	25·7	1,09,769	2,613·5	2,423·2	33·3	39·4
30,132	305·3	285·4	2·89	7·09	1,37,504	1,393·4	1,302·2	13·2	32·3

* Included in the respective heads.
† Included also under the respective heads.

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY						
	General Administration—(B. I.)					Locomotives—(*a*)	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	Rs.	As.		Rs.	Rs.
Bengal Nagpur	12,28,391	0·07	0·15	1·64	2·37	13,05,220	0·07
Bombay, Baroda and Central India	7,29,789	0·08	0·18	1·53	1·69	11,31,510	0·12
Eastern Bengal	6,44,756	0·08	0·21	1·68	2·08	5,79,226	0·07
East Indian	29,07,547	0·07	0·14	1·50	2·41	27,99,579	0·07
Great Indian Peninsula	18,63,883	0·07	0·15	1·33	1·83	26,48,594	0·10
Madras and Southern Mahratta	5,78,435	0·08	0·17	1·50	1·95	5,54,175	0·07
Nizam's Guaranteed State	1,20,187	0·07	0·17	1·36	2·79	1,09,495	0·06
North Western	19,20,917	0·06	0·14	1·23	1·55	39,89,397	0·12
South Indian	1,63,411	0·05	0·17	1·04	1·41	2,18,250	0·07
3′ 3⅜″ Gauge.							
Assam Bengal	2,94,703	0·07	0·27	1·44	2·51	3,26,489	0·08
Bengal and North-Western	2,84,659	0·03	0·13	0·62	1·96	..	..
Bombay, Baroda and Central India	9,61,166	0·03	0·32	1·54	2·92	10,56,364	0·09
Burma	7,36,818	0·07	0·28	1·42	2·54	..	..
Eastern Bengal	3,45,809	0·07	0·26	1·43	2·19	2,58,300	0·05
Jodhpur	1,24,287	0·06	0·23	1·13	1·69	1,46,000	0·07
Madras and Southern Mahratta	4,97,142	0·05	0·24	1·03	2·17	4,84,633	0·04
Nizam's Guaranteed State	1,22,553	0·07	0·32	1·41	3·13	1,31,057	0·08
Rohilkund and Kumaon	94,325	0·06	0·24	1·09	2·64	2,44,099	0·14
South Indian	4,95,194	0·05	0·24	0·94	1·90	6,86,007	0·07
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur	1,01,693	0·05	0·31	1·01	2·34	1,13,136	0·05
Bombay, Baroda and Central India	11,022	0·05	0·41	0·93	1·65	17,858	0·08
Eastern Bengal	2,910	0·02	0·34	0·31	1·41	5,361	0·03⅜
Jodhpur	9	..	..	0·01	0·04	830	0·05
North Western — 2′ 6″ Gauge	1,02,331	0·09	0·84	1·74	1·80	2,28,217	0·19
North Western — 2′ 0″ Gauge	6,546	0·11	1·45	1·98	2·35	23,627	0·38
South Indian	13,503	0·07	0·68	1·29	3·18	17,067	0·10

Class I Railways for the year 1927-28—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II. 1 (a)]			Locomotives —(b) Workshop repairs [B.II. 1 (b)]				
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
49	50	51	52	53	54	55	56
Rs.	As.		Rs.	Rs.	Rs.	As.	
0·17	1·74	2·51	26,60,711	0·15	0·33	3·55	5·13
0·28	2·47	2·73	20,64,830	0·22	0·50	4·32	4·78
0·19	1·51	1·87	11,35,174	0·14	0·37	2·95	3·67
0·13	1·45	2·31	45,89,213	0·11	0·22	2·37	3·79
0·22	1·89	2·60	35,22,205	0·13	0·29	2·51	3·46
0·17	1·43	1·87	18,88,186	0·25	0·55	4·88	6·36
0·15	1·24	2·55	1,45,875	0·09	0·20	1·65	3·39
0·29	2·55	3·22	46,68,761	0·15	0·34	2·98	3·77
0·23	1·38	1·88	5,04,498	0·16	0·52	3·18	4·34
0·30	1·60	2·79	2,28,063	0·05	0·21	1·12	1·94
..	..	..	†9,76,254	†0·11	†0·44	†2·14	†6·70
0·36	1·70	3·21	15,63,128	0·13	0·52	2·51	4·75
..	..	..	†17,41,555	†0·17	†0·65	†3·35	†6·01
0·20	1·07	1·65	5,51,135	0·11	0·41	2·28	3·50
0·27	1·33	1·98	4,25,766	0·20	0·79	3·87	5·78
0·22	1·01	2·11	13,59,816	0·15	0·64	2·82	5·93
0·35	1·51	3·34	1,41,390	0·09	0·37	1·63	3·61
0·61	2·81	6·84	22,717	0·01	0·06	0·26	0·64
0·34	1·32	2·64	13,38,291	0·14	0·65	2·55	5·15
0·35	1·12	2·60	2,99,124	0·14	0·91	2·97	6·88
0·66	1·51	2·68	39,264	0·17	1·45	3·30	5·89
0·62	0·57	2·59	15,149	0·10	1·76	1·60	7·31
0·77	0·69	3·39	1,925	0·10	1·79	1·61	7·87
1·88	3·88	4·02	2,95,978	0·25	2·43	5·03	5·21
5·23	7·17	8·49	6,490	0·10	1·43	1·97	2·33
0·86	1·64	4·01	9,836	0·05	0·50	0·94	2·31

† Includes running repairs and Replacement and Renewal.

30.—Analysis of operating expenses of

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Equipment (B. II. 3.)					Total Ordinary Repairs and		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	57	58	59	60	61	62	63	64
5′ 6″ Gauge.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	4,94,811	0·03	0·06	0·66	0·95	44,71,693	0·25	0·56
Bombay, Baroda and Central India	2,70,849	0·03	0·06	0·56	0·62	35,19,602	0·37	0·84
Eastern Bengal	3,69,216	0·04	0·12	0·96	1·19	20,96,306	0·25	0·69
East Indian	7,10,780	0·02	0·03	0·37	0·59	80,11,029	0·20	0·38
Great Indian Peninsula	6,29,342	0·02	0·05	0·45	0·63	68,02,986	0·25	0·56
Madras and Southern Mahratta	4,91,595	0·06	0·14	1·27	1·65	29,51,294	0·38	0·87
Nizam's Guaranteed State	6,946	..	0·01	0·08	0·16	2,59,865	0·15	0·36
North Western	9,07,816	0·03	0·06	0·58	0·73	91,58,187	0·29	0·66
South Indian	53,899	0·02	0·06	0·35	0·47	7,76,647	0·25	0·81
3′ 3½″ Gauge.								
Assam-Bengal	1,03,660	0·03	0·10	0·51	0·88	6,59,394	0·16	0·61
Bengal and North-Western	64,121	0·01	0·03	0·14	0·44	10,40,375*	*0·12	*0·47
Bombay, Baroda and Central India	3,95,524	0·03	0·13	0·64	1·20	30,20,923	0·25	1·01
Burma	*2,08,225	*0·02	*0·08	*0·40	*0·72	13,39,442	0·13	0·50
Eastern Bengal	1,57,585	0·03	0·12	0·65	0·99	9,35,605	0·18	0·70
Jodhpur	23,964	0·01	0·04	0·21	0·32	5,99,045	0·28	1·11
Madras and Southern Mahratta	2,66,124	0·03	0·13	0·55	1·16	21,05,854	0·22	0·99
Nizam's Guaranteed State	3,670	..	0·01	0·04	0·09	2,73,640	0·17	0·72
Rohilkund and Kumaon	..	..	..	..	..	2,68,259	0·16	0·67
South Indian	3,01,135	0·03	0·15	0·57	1·16	23,26,158	0·24	1·14
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	7,832	0·01	0·02	0·08	0·18	4,20,115	0·20	1·28
Bombay, Baroda and Central India	88	0·00	0·00	0·01	0·01	57,210	0·25	2·11
Eastern Bengal	113	0·00	0·01	0·01	0·05	20,639	0·13	2·39
Jodhpur	..	..	..	..	..	2,755	0·15	2·56
North Western — 2′ 6″ Gauge	35,086	0·03	0·29	0·59	0·63	5,48,160	0·46	4·51
North Western — 2′ 0″ Gauge	896	0·02	0·20	0·27	0·32	30,551	0·49	6·76
South Indian	1,002	0·01	0·05	0·10	0·24	27,905	0·16	1·41

* Includes Replacement

Class I Railways for the year 1927-28—contd.

POWER—*contd.*

MAINTENANCE—(B.-II.)		RUNNING STAFF.—(B. III-1)					FUEL—(B. III.-2).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
65	66	67	68	69	70	71	72	73	74	75	76
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
5·96	8·61	35,58,296	0·20	0·45	4·75	6·85	44,00,385	0·25	0·55	5·87	8·48
7·36	8·14	27,25,082	0·29	0·66	5·70	6·30	37,52,999	0·62	1·38	12·0	13·3
5·45	6·77	12,26,486	0·15	0·40	3·19	3·96	21,95,921	0·26	0·72	5·72	7·10
4·14	6·62	70,23,108	0·18	0·33	3·63	5·80	1,05,33,092	0·26	0·50	5·44	8·71
4·85	6·69	70,95,480	0·26	0·59	5·05	6·98	1,67,67,129	0·61	1·38	11·9	16·5
7·63	9·94	14,37,863	0·19	0·42	3·71	4·85	39,42,238	0·51	1·16	10·2	13·3
2·94	6·04	2,23,940	0·13	0·31	2·53	5·21	4,73,532	0·27	0·66	5·36	11·0
5·85	7·39	56,11,929	0·18	0·40	3·59	4·54	2,01,86,452	0·64	1·45	12·9	16·3
4·91	6·69	4,83,481	0·15	0·50	3·05	4·16	21,11,742	0·67	2·20	13·3	18·2
3·24	5·62	4,26,542	0·10	0·39	2·09	3·62	14,06,265	0·33	1·30	6·90	12·0
*2·28	*7·14	5,45,136	0·06	0·25	1·19	3·74	16,64,564	0·18	0·76	3·64	11·4
4·86	9·18	22,98,721	0·19	0·77	3·69	6·98	39,41,606	0·33	1·32	6·33	12·0
2·58	4·62	17,07,553	0·16	0·64	3·29	5·89	34,72,406	0·33	1·30	6·69	12·0
3·87	5·95	6,78,062	0·13	0·51	2·80	4·29	15,44,017	0·30	1·16	6·37	9·78
5·44	8·13	2,09,230	0·09	0·40	1·91	2·85	7,97,332	0·38	1·48	7·25	10·8
4·37	9·18	14,59,328	0·15	0·69	3·02	6·37	27,70,581	0·30	1·31	5·75	12·1
3·15	6·98	2,10,893	0·13	0·55	2·43	5·37	4,87,506	0·30	1·28	5·61	12·4
3·09	7·52	1,20,940	0·07	0·29	1·40	3·40	4,71,155	0·28	1·19	5·43	13·2
4·44	8·95	18,99,657	0·19	0·93	3·62	7·30	27,92,766	0·29	1·37	5·33	10·7
4·17	9·66	2,41,975	0·11	0·74	2·41	5·57	4,39,274	0·20	1·34	4·36	10·1
4·82	8·58	32,246	0·14	1·19	2·71	4·84	70,050	0·31	2·59	5·91	10·5
2·18	9·96	17,427	0·11	2·02	1·84	8·41	15,513	0·10	1·80	1·64	7·49
2·30	11·3	1,320	0·07	1·23	1·10	5·38	3,250	0·17	3·02	2·71	13·3
9·31	9·66	3,08,171	0·25	6·09	5·24	5·42	7,23,085	0·60	5·95	12·3	12·7
9·27	11·0	27,524	0·44	2·53	8·34	9·88	24,661	0·40	5·45	7·49	8·86
2·68	6·56	30,159	0·17	1·52	2·89	7·09	87,787	0·50	4·62	8·42	20·6

and renewals.

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III. (3) AND (4).					TOTAL OPERATING EXPENSES		
	Total amount	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	77	78	79	80	81	82	83	84
5′ 6″ GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal Nagpur	5,04,147	0·03	0·06	0·67	0·97	86,24,812	0·49	1·08
Bombay, Baroda and Central India	5,64,473	0·06	0·14	1·18	1·31	90,77,304	0·97	2·18
Eastern Bengal	2,33,263	0·03	0·08	0·61	0·76	38,02,684	0·46	1·25
East Indian	19,45,996	0·04	0·09	1·01	1·61	1,95,25,540	0·47	0·92
Great Indian Peninsula	13,09,693	0·04	0·10	0·94	1·29	2,51,44,058	0·91	2·07
Madras and Southern Mahratta	3,12,838	0·04	0·09	0·81	1·05	57,03,575	0·74	1·67
Nizam's Guaranteed State	70,940	0·04	0·10	0·80	1·64	8,88,224	0·51	1·24
North Western	17,39,020	0·06	0·13	1·11	1·40	2,79,04,082	0·89	2·00
South Indian	1,68,330	0·06	0·17	1·07	1·45	28,21,204	0·90	2·94
3′ 3⅜″ GAUGE.								
Assam Bengal	1,17,730	0·03	0·11	0·58	1·00	19,52,077	0·46	1·80
Bengal and North-Western	2,57,712	0·03	0·12	0·57	1·77	29,71,282	0·33	1·36
Bombay, Baroda and Central India	4,65,970	0·04	0·16	0·75	1·42	67,29,116	0·56	2·26
Burma	3,74,748	0·03	0·13	0·72	1·29	62,26,673	0·58	2·33
Eastern Bengal	1,27,346	0·02	0·09	0·52	0·81	23,80,059	0·46	1·78
Jodhpur	1,74,650	0·09	0·32	1·58	2·37	12,70,000	0·60	2·36
Madras and Southern Mahratta	3,20,921	0·04	0·15	0·67	1·40	45,55,085	0·49	2·15
Nizam's Guaranteed State	72,187	0·05	0·19	0·83	1·85	7,88,323	0·49	2·07
Rohilkund and Kumaon	61,584	0·04	0·16	0·71	1·73	6,88,462	0·40	1·73
South Indian	3,76,093	0·04	0·18	0·72	1·35	50,99,255	0·52	2·50
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	78,972	0·04	0·24	0·79	1·81	7,62,516	0·35	2·33
Bombay, Baroda and Central India	9,566	0·04	0·34	0·80	1·43	1,13,180	0·50	4·17
Eastern Bengal	4,081	0·02	0·48	0·44	1·97	37,158	0·23	4·31
Jodhpur	812	0·04	0·76	0 68	3·33	5,462	0·28	5 08
North Western — 2′ 6″ Gauge	75,369	0·06	0·62	1·28	1·32	11,23,433	0·93	9·24
North Western — 2′ 0″ Gauge	6,010	0·10	1·33	1·82	2·16	58,889	0·95	13·0
South Indian	11,069	0·06	0·56	1·06	2·61	1,29,081	0·73	6·50

Class I Railways for the year 1927-28—contd.

POWER—*concld.*

—(B. III.)		Total Replacement and Renewal—(B. IV).					Total Maintenance and Supply of Locomotive power—Less value of Stores returned to Stock—(Total abstract B).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
85	86	87	88	89	90	91	92	93	94	95	96
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
11·5	16·6	4,39,945	0·02	0·06	0·59	0·85	1,47,60,321	0·83	1·85	19·7	28·4
19·0	21·0	5,43,626	0·06	0·13	1·14	1·26	1,38,70,321	1·48	3·33	29·0	32·1
9·90	12·3	7,97,986	0·09	0·26	2·08	2·59	73,41,732	0·88	2·40	19·1	23·7
10·1	16·1	36,01,510	0·09	0·17	1·86	2·98	3,40,45,626	0·83	1·61	17·6	28·1
17·9	24·7	29,25,705	0·11	0·24	2·09	2·87	3,67,36,632	1·34	3·02	26·2	36·1
14·8	19·2	7,19,307	0·09	0·21	1·86	2·42	99,52,611	1·29	2·92	25·7	33·5
10·1	20·6	1,32,070	0·08	0·19	1·50	3·07	14,00,346	0·81	1·96	15·8	32·5
17·8	22·5	29,19,304	0·09	0·21	1·87	2·36	4,19,02,490	1·33	3·01	26·8	33·8
17·8	24·3	4,55,899	0·15	0·48	2·88	3·92	42,17,161	1·35	4·40	26·7	36·3
9·58	16·6	2,85,082	0·06	0·26	1·40	2·42	31,90,725	0·75	2·94	15·7	27·2
6·51	20·4	*	*	*	*	*	42,96,770	0·48	1·96	9·41	29·5
10·8	20·5	5,40,579	0·05	0·18	0·86	1·64	1,12,51,784	0·94	3·77	18·1	34·2
12·0	21·5	†6,11,341	†0·06	†0·22	†1·18	†2·11	89,14,274	0·84	3·33	17·2	30·8
9·82	15·1	4,62,281	0·09	0·35	1·91	2·94	41,23,754	0·80	3·09	17·0	26·1
11·5	17·2	1,13,387	0·06	0·22	1·03	1·54	20,91,272	0·99	3·89	19·0	28·4
9·45	19·9	2,06,340	0·03	0·10	0·43	0·90	73,64,421	0·79	3·48	15·3	32·1
9·07	20·1	63	0·00	0·00	0·00	0·00	11,84,579	0·73	3·11	13·6	30 2
7·94	19·3	268	..	..	..	0·01	10,51,314	0·61	2·64	12·1	29·4
9·76	19·7	5,82,907	0·06	0·29	0·70	2·25	85,03,515	0·87	4·17	16·2	32·8
7·58	17·5	792	0·00	0·00	0·01	0·02	12,85,078	0·60	3·92	12·8	29·6
9·54	17·0	..	..	..	..	..	1,81,412	0·80	6·69	15·3	27·2
3·93	17·9	4,913	0·03	0·57	0·52	2·37	65,620	0·41	7·61	6·94	31·7
4·56	22·3	..	..	..	..	..	8,226	0·43	7·64	6·87	32·6
19·1	19·8	1,23,527	0·10	1·01	2·10	2·18	18,97,451	1·58	15·6	32·2	33·
17·9	21·1	4,589	0·07	1·01	1·39	1·65	1,00,575	1·62	22·2	30·5	36·1
12·4	30·4	3,257	0·02	0·16	0·31	0·77	1,73,746	0·98	8·75	16·7	40·9

* Included in the respective heads.
† Included also under the respective heads.

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
	97	98	99	100	101	102
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal Nagpur	4,29,105	1·23	0·57	0·82	3,86,218	4·83
Bombay, Baroda and Central India	2,66,330	1·33	0·56	0·62	2,95,577	3·48
Eastern Bengal	3,39,890	2·25	0·88	1·10	1,82,926	2·53
East Indian	10 33,018	1·00	0·53	0·85	3,11,905	1·03
Great Indian Peninsula	7,88,269	1·45	0·56	0·77	5,06,241	2·61
Madras and Southern Mahratta	2,45,226	1·63	0·64	0·82	1,76,701	3·18
Nizam's Guaranteed State	52,357	1·64	0·59	1·22	14,890	1·48
North Western	9,15,419	1·37	0·58	0·74	9,06,070	3·22
South Indian	54,576	1·21	0·34	0·47	31,282	1·36
3′ 3¾″ Gauge.						
Assam Bengal	1,06,252	1·18	0·52	0·90	40,469	1·05
Bengal and North-Western	1,06,544	0·59	0·23	0·74	..	..
Bombay, Baroda and Central India	4,40,456	1·62	0·71	1·33	1,56,435	1·46
Burma	2,84,199	1·27	0·55	0·98	..	..
Eastern Bengal	1,54,983	1·31	0·63	0·98	1,50,417	2·76
Jodhpur	1,01,537	1·26	0·92	1·38	13,898	0·76
Madras and Southern Mahratta	1,55,732	0·92	0·32	0·68	59,091	1·04
Nizam's Guaranteed State	53,009	1·98	0·61	1·35	11,852	0·98
Rohilkund and Kumaon	39,905	1·16	0·46	1·12	..	..
South Indian	1,65,336	0·87	0·31	0·63	1,96,344	2·12
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	31,214	0·79	0·31	0·72	30,745	1·51
Bombay, Baroda and Central India	3,609	0·96	0·30	0·54	18,392	9·19
Eastern Bengal	1,003	0·65	0·11	0·48	8,515	6·54
Jodhpur	..	..	..	..	..	..
North Western — 2′ 6″ Gauge	22,372	1·56	0·38	0·39	75,149	10·9
North Western — 2′ 0″ Gauge	3,072	4·10	0·93	1·10	10,132	24·3
South Indian	4,494	1·51	0·43	1·06	2,593	1·27

Class I Railways for the year 1927-28—contd.

AND WAGON STOCK.

RUNNING REPAIRS—[C. II-1 (*a*).]		COACHING VEHICLES—(*b*) WORKSHOP REPAIRS—[C. II-1 (*b*).]				GOODS VEHICLES—(*a*) RUNNING REPAIRS—[C. II-2 (*a*).]			
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
103	104	105	106	107	108	109	110	111	112
As.		Rs.	Rs.	As.		Rs.	Rs.	As.	
0·52	0·74	16,22,148	20·3	2·16	3·13	9,57,332	3·55	1·28	1·84
0·62	0·68	14,81,444	17·4	3·09	3·42	11,53,714	10·0	2·42	2·67
0·48	0·59	7,23,651	15·5	1·88	2·34	1,04,612	1·32	0·27	0·34
0·16	0·26	44,30,315	14·7	2·29	3·66	7,97,776	1·10	0·41	0·66
0·36	0·50	39,83,935	20·5	2·84	3·91	12,28,920	3·49	0·87	1·21
0·46	0·59	11,66,572	21·0	3·02	3·93	1,22,260	1·30	0·32	0·41
0·17	0·35	1,22,445	12·2	1·38	2·85	33,694	1·54	0·38	0·78
0·58	0·73	32,15,507	11·5	2·05	2·59	12,14,704	3·14	0·78	0·98
0·20	0·27	2,87,091	12·5	1·81	2·47	15,590	0·71	0·10	0·13
0·20	0·34	3,08,013	8·00	1·51	2·62	59,378	1·14	0·29	0·50
..	..	*4,76,940	*6·10	*1·04	*3·27	..	..	..	..
0·25	0·48	10,83,154	10·1	1·74	3·29	3,90,477	2·39	0·63	1·19
..	..	*11,67,887	*14·3	*2·25	*4·03	..	..	..	..
0·62	0·95	4,56,242	16·2	1·88	2·89	86,114	1·34	0·36	0·55
0·13	0·19	2,62,462	14·3	2·38	3·56	33,426	1·00	0·30	0·45
0·12	0·26	5,35,986	9·42	1·11	2·34	94,636	0·84	0·20	0·41
0·14	0·30	1,36,943	11·3	1·58	3·50	20,003	1·36	0·23	0·51
..	..	†1,38,362	†9·78	†1·59	†3·88	..	..	..	..
0·38	0·75	7,20,868	7·76	1·38	2·77	1,26,302	1·30	0·24	0·49
0·31	0·71	2,00,034	9·80	1·99	4·60	34,768	1·84	0·35	0·80
1·55	2·76	..	..	..	..	12,082	6·87	1·02	1·81
0·90	4·11	1,344	1·06	0·14	0·65	2,207	9·13	0·23	1·07
...	...	107	0·74	0·09	0·44	71	1·10	0·06	0·29
1·28	1·32	83,133	12·0	1·41	1·46	35,805	4·79	0·61	0·63
3·08	3·64	5,878	14·1	1·79	2·11	308	0·93	0·09	0·11
0·25	0·61	1,696	0·82	0·16	0·40	1,324	1·42	0·13	0·31

* Includes Running repairs and Replacement and Renewal.
† Includes Running repairs.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods vehicles—(b) workshop repairs—C. II.-2 (b).				Equipment—(C. II-4)		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
	113	114	115	116	117	118	119
5′ 6″ Gauge..	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal Nagpur	24,58,033	9·10	3·28	4·74	1,71,031	0·49	0·23
Bombay, Baroda and Central India	7,11,159	6·17	1·48	1·64	1,53,168	0·77	0·32
Eastern Bengal	6,81,973	8·63	1·77	2·20	1,30,014	0·86	0·34
East Indian	38,88,249	5·34	2·01	3·22	9,47,231	0·91	0·49
Great Indian Peninsula	14,52,506	4·12	1·04	1·43	3,54,088	0·65	0·25
Madras and Southern Mahratta	8,19,006	8·69	2·12	2·76	83,859	0·56	0·22
Nizam's Guaranteed State	2,16,152	9·85	2·46	5·02	1,723	0·05	0·01
North Western	26,86,290	6·95	1·72	2·17	5,86,991	0·88	0·37
South Indian	2,58,241	11·7	1·63	2·22	18,273	0·41	0·12
3′ 3¾″ Gauge.							
Assam Bengal	2,18,550	4·21	1·07	1·86	4,550	0·05	0·02
Bengal and North-Western	*8,04,380	*7·85	*1·76	*5·52	24,684	0·14	0·06
Bombay, Baroda and Central India	5,53,178	3·38	0·89	1·68	1,25,280	0·46	0·20
Burma	*16,66,453	*11·7	*3·21	*5·75	†1,57,293	†0·70	†0·30
Eastern Bengal	3,77,022	5·88	1·56	2·39	15,949	0·13	0·06
Jodhpur	1,21,514	3·62	1·11	1·65	25,042	0·48	0·23
Madras and Southern Mahratta	4,01,785	3·57	0·83	1·75	36,679	0·22	0·08
Nizam's Guaranteed State	60 963	4·15	0·70	1·56	1,251	0·04	0·01
Rohilkund and Kumaon	‡95,336	‡4·75	‡1·10	‡2·67	7,476	0·22	0·09
South Indian	3,84,662	3·95	0·73	1·48	77,861	0·41	0·15
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	1,83,138	9·70	1·82	4·21	1,536	0·04	0·01
Bombay, Baroda and Central India	5,308	3·02	0·45	0·80	..	..	..
Eastern Bengal	9	0·04	..	..	16	0·01	..
Jodhpur	854	13·3	0·71	3·49	..	..	..
North Western — 2′ 6″ Gauge	32,589	4·36	0·55	0·57	14,096	0·99	0·24
North Western — 2′ 0″ Gauge	2,881	8·67	0·88	1·04	708	0·95	0·21
South Indian	410	0·44	0·04	0·09	243	0·08	0·02

* Includes running repairs and Replacement and Renewal.
† Includes Replacement and Renewal.
‡ Includes running repairs.

Class I Railways for the year 1927-28—contd.

AND WAGON STOCK—*contd.*

	Total Ordinary Repairs and Maintenance—(C-II.)				Operating Expenses—C-III.			
Percentage of total working expenses.	Total Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Pecentage of total working expenses.
120	121	122	123	124	125	126	127	128
	Rs.	Rs.	As.		Rs.	Rs.	As.	
0·33	57,24,435	16·4	7·63	11·0	7,93,778	2·27	1·06	1·53
0·37	35,58,728	17·7	7·44	8·23	4,72,019	2·35	0·98	1·09
0·42	21,80,089	14·4	5·67	7·05	2,99,399	1·98	0·78	0·97
0·78	1,15,12,108	11·2	5·95	9·52	19,13,436	1·86	0·99	1·58
0·35	84,52,239	15·5	6·02	8·31	18,84,827	3·44	1·34	1·85
0·28	25,06,709	16·7	6·48	8·44	2,24,556	1·50	0·58	0·76
0·04	3,93,836	12·3	4·46	9·15	63,365	1·98	0·72	1·47
0·48	87,50,686	13·1	5·59	7·06	34,39,415	5·15	2·20	2·78
0·16	6,26,754	13·9	3·96	5·39	1,15,585	2·57	0·73	0·99
0·04	6,33,961	7·01	3·11	5·39	85,350	0·94	0·42	0·73
0·17	†13,07,180	†14·1	†2·87	†8·97	1,31,746	0·71	0·28	0·90
0·38	23,06,383	8·53	3·70	7·01	3,59,479	1·33	0·58	1·09
†0·54	25,15,747	11·3	4·84	8·68	1,90,866	0·85	0·37	0·66
0·10	13,40,453	11·3	5·53	8·49	1,34,662	1·13	0·55	0·85
0·34	4,62,196	8·90	4·20	6·27	1,60,777	3·10	1·46	2·18
0·16	11,42,780	6·75	2·37	4·98	1,44,410	0·85	0·30	0·63
0·03	2,31,038	8·63	2·66	5·90	57,258	2·14	0·66	1·46
0·21	2,41,174	7·05	2·78	6·76	39,436	1·15	0·45	1·11
0·30	15,08,815	7·93	2·88	5·80	2,91,640	1·53	0·56	1·12
0·04	4,50,457	11·5	4·48	10·4	76,876	1·96	0·76	1·77
..	35,782	9·52	3·02	5·37	10,096	2·68	0·85	1·51
0·01	11,955	7·69	1·26	5·77	3,841	2·47	0·41	1·86
..	1,032	4·95	0·86	4·22	310	1·49	0·26	1·27
0·24	2,36,618	16·5	4·02	4·15	1,59,762	11·1	2·71	2·80
0·25	19,718	26·3	5·99	7·08	6,023	8·04	1·83	2·16
0·06	6,266	2·10	0·60	1·47	8,231	2·77	0·79	1·94

TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—*concld.*

Railway.	Total Replacement and Renewal—(C-IV.)				Total Maintenance of Carriage and Wagon Stock less value of stores returned to stock.—(Total Abstract C.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	129	130	131	132	133	134	135	136
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	2,85,080	0·81	0·38	0·55	72,29,935	20·7	9·64	13·9
Bombay, Baroda and Central India	8,52,676	4·26	1·78	1·98	51,49,753	25·7	10·8	11·9
Eastern Bengal	14,33,246	9·48	3·73	4·63	42,52,624	28·1	11·1	13·8
East Indian	69,09,000	6·71	3·57	5·72	2,13,67,562	20·8	11·0	17·7
Great Indian Peninsula	43,19,091	7·91	3·08	4·25	1,54,44,426	28·3	11·0	15·2
Madras and Southern Mahratta	5,13,493	3·43	1·33	1·73	34,89,984	23·3	9·03	11·8
Nizam's Guaranteed State	438	0·01	..	0·01	5,09,996	16·0	5·77	11·9
North Western	50,66,582	7·59	3·24	4·09	1,81,72,102	27·2	11·6	14·7
South Indian	3,51,792	7·81	2·23	3·03	11,48,707	25·5	7·26	9·88
3′ 3½″ Gauge.								
Assam-Bengal	77,331	2·01	0·38	0·67	9,02,807	9·78	4·43	7·69
Bengal and North-Western	*	*	*	*	15,45,470	8·55	3·38	10·6
Bombay, Baroda and Central India	9,36,693	3·46	1·50	2·85	40,43,011	15·0	6·49	12·3
Burma	4,75,886	2·13	0·92	1·64	34,66,698	15·5	6·68	12·0
Eastern Bengal	8,30,608	7·00	3·43	5·26	24,60 706	20·7	10·2	15·6
Jodhpur	1,54,754	2·98	1·41	2·10	8,75,572	16·9	7·96	11·9
Madras and Southern Mahratta	25,46,207	15·1	5·28	11·1	39,89,129	23·6	8·27	17·4
Nizam's Guaranteed State	4,774	0·18	0·05	0·12	3,46,079	12·9	3·98	8·83
Rohilkund and Kumaon	1,78,459	5·21	2·06	5·00	4,98,974	14·6	5·75	14·0
South Indian	10,02,911	5·27	1·91	3·86	29,68,702	15·6	5·66	11·4
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	512	0·01	..	0·01	5,58,943	14·2	5·55	12·9
Bombay, Baroda and Central India	1,024	0·58	0·08	0·15	50,511	13·4	4·25	7·57
Eastern Bengal	12,455	8·01	1·32	6·01	29,254	18 8	3·10	14·1
Jodhpur	..	..	..	..	1,342	6·44	1·12	5·49
North Western (2′ 6″ Gauge)	1,13,314	7·87	1·93	1·99	5,32,066	37·0	9·04	9·33
North Western (2′ 0″ „)	5,514	7·37	1·67	1·98	34,327	45·8	10·4	12·3
South Indian	1,849	0·62	0·18	0·43	20,340	7·00	2·00	4·90

* Included in the respective heads.

Class I Railways for the year 1927-28—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*contd.*

General Administration—(E. I.)			Station Staff—E. III. 1 (*b*)			Train Staff including their mileage and overtime.—E. III. 1 (*c* & *d*).		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
137	138	139	140	141	142	143	144	145
Rs.	As.		Rs.	As.		Rs.	As.	
11,71,630	1·56	2·26	32,51,789	4·34	6·26	12,31,061	1·64	2·37
8,13,206	1·70	1·88	42,52,689	8·89	9·84	8,58,837	1·80	1·99
8,17,725	2·13	2·64	30,71,863	8·00	9·92	7,75,615	1·77	2·18
30,91,985	1·59	2·56	93,21,904	4·82	7·71	32,08,177	1·66	2·65
17,41,363	1·16	1·71	59,57,339	3·98	5·86	25,07,363	1·67	2·45
3,58,577	0·93	1·21	15,94,806	4·12	5·34	4,39,913	1·14	1·48
1,19,709	1·35	2·78	3,12,167	3·53	7·25	1,09,219	1·24	2·54
18,86,808	1·21	1·52	1,00,44,690	6·42	8·11	22,39,761	1·43	1·80
1,31,325	0·83	1·13	4,88,154	3·09	4·20	1,59,599	1·01	1·37
3,21,056	1·58	2·73	8,42,995	4·13	7·18	1,76,186	0·86	1·50
4,48,996	0·98	3·08	13,01,212	2·85	8·93	3,33,494	0·73	2·29
5,57,656	0·89	1·69	25,33,675	4·07	7·70	7,07,446	1·14	2·15
6,86,539	1·32	2·37	20,91,882	4·03	7·22	5,64,182	1·09	1·95
3,87,288	1·60	2·45	10,69,380	4·41	6·77	3,26,865	1·35	2·07
1,19,905	1·09	1·63	2,69,676	2·45	3·66	88,032	0·80	1·20
3,63,850	0·75	1·59	12,73,107	2·64	5·56	4,12,098	0·86	1·80
1,18,678	1·36	3·03	3,02,321	3·48	7·71	92,619	1·07	2·37
89,802	1·04	2·52	2,54,817	2·94	7·15	41,307	0·48	1·16
3,62,307	0·69	1·39	14,53,092	2·77	5·59	4,31,855	0·82	1·66
1,02,290	1·01	2·35	5,04,367	5·01	11·6	1,33,034	1·33	3·06
7,197	0·61	1·08	39,225	3·31	5·88	5,528	0·47	0·83
3,577	0·38	1·73	24,970	2·64	12·1	1,444	0·15	0·70
..	..	..	3,211	2·68	13·1	470	0·39	1·92
94,441	1·60	1·66	3,67,183	6·24	6·44	1,07,725	1·83	1·89
1,826	0·55	0·65	11,069	3·36	3·98	3,186	0 96	1·14
9,854	0·95	2·32	23,197	2·22	5·46	7,013	0·67	1·65

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TABLE E.—EXPENSES OF

Railway.	Other Staff.—E. III. 1 (*a* & *c*).			Fires, Lights, General Stores, Water for Stations, Sheds and Trains and also Water for Transit.—(E. III. 2 & 3).		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	146	147	148	149	150	151
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,96,613	0·40	0·58	7,77,854	1·03	1·49
Bombay, Baroda and Central India	3,76,725	0·79	0·87	3,98,707	0·83	0·92
Eastern Bengal	3,51,680	0·91	1·14	5,21,194	1·36	1·69
East Indian	14,08,014	0·73	1·16	19,95,091	1·02	1·65
Great Indian Peninsula	6,54,418	0·44	0·65	16,47,766	1·11	1·62
Madras and Southern Mahratta	90,565	0·23	0·30	4,73,281	1·22	1·59
Nizam's Guaranteed State	27,237	0·31	0·63	54,485	0·61	1·27
North Western	5,40,114	0·35	0·44	13,16,142	0·84	1·06
South Indian	65,023	0·41	0·56	1,35,113	0·85	1·16
3′ 3⅜″ Gauge.						
Assam-Bengal	96,359	0·47	0·82	2,04,233	1·01	1·74
Bengal and North-Western	..	..	..	4,01,029	0·88	2·75
Bombay, Baroda and Central India	3,34,362	0·54	1·01	2,14,998	0·34	0·65
Burma	2,02,532	0·39	0·70	4,11,509	0·79	1·42
Eastern Bengal	95,875	0·39	0·60	1,25,117	0·52	0·79
Jodhpur	34,876	0·32	0·47	1,06,825	0·97	1·45
Madras and Southern Mahratta	94,145	0·20	0·41	3,04,612	0·62	1·33
Nizam's Guaranteed State	36,017	0·42	0·92	66,916	0·77	1·71
Rohilkund and Kumaon	17,321	0·19	0·49	78,928	0·91	2·21
South Indian	1,78,421	0·34	0·69	5,83,951	1·11	2·24
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	15,541	0·15	0·36	72,137	0·72	1·66
Bombay, Baroda and Central India	2,889	0·24	0·43	2,576	0·22	0·39
Eastern Bengal	440	0·05	0·21	139	0·01	0·07
Jodhpur	...	..	..	..	..	..
North Western — 2′ 6″ Gauge	29,954	0·51	0·53	42,667	0·73	0·75
North Western — 2′ 0″ „	5,168	1·57	1·86	717	0·22	0·26
South Indian	3,858	0·38	0·91	1,581	0·15	0·37

Class I Railways for the year 1927-28—contd.

TRAFFIC DEPARTMENT—*contd.*

Clothing.—(E. III. 4.)			Stationery, forms and tickets-(E.-III-5.)			Compensation for goods, etc., lost or damaged.—(E.-III-10.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
152	153	154	155	156	157	158	159	160
Rs.	As.		Rs.	As.		Rs.	As.	
2,04,175	0·27	0·39	2,00,616	0·27	0·39	59,819	0·08	0·12
1,18,508	0·25	0·27	2,15,176	0·44	0·50	87,241	0·18	0·20
80,569	0·21	0·26	2,15,755	0·56	0·70	1,15,100	0·28	0·37
3,11,089	0·16	0·26	5,85,168	0·30	0·48	2,36,368	0·13	0·19
1,36,368	0·09	0·14	3,52,754	0·24	0·35	1,18,333	0·08	0·12
36,753	0·10	0·12	1,08,912	0·28	0·37	37,984	0·10	0·13
13,434	0·15	0·31	38,652	0·44	0·90	7,723	0·09	0·18
5,76,713	0·37	0·46	5,78,382	0·37	0·47	—34,780	—0·02	—0·03
11,863	0·07	0·10	1,04,972	0·66	0·90	6,743	0·04	0·06
17,308	0·08	0·15	56,635	0·28	0·48	18,006	0·09	0·15
84,522	0·19	0·58	1,26,440	0·28	0·87	59,875	0·00	0·41
73,592	0·12	0·22	1,63,481	0·26	0·50	69,849	0·11	0·21
67,121	0·13	0·23	2,17,943	0·42	0·75	42,791	0·08	0·14
33,217	0·14	0·21	35,922	0·29	0·44	56,060	0·23	0·36
18,238	0·17	0·25	44,112	0·40	0·60	567	..	..
36,409	0·08	0·16	1,47,140	0·30	0·64	42,533	0·09	0·19
11,699	0·13	0·30	37,390	0·43	0·95	3,547	0·04	0·09
13,552	0·16	0·38	26,760	0·31	0·75	7,347	0·08	0·20
33,375	0·06	0·13	2,12,093	0·41	0·82	10,948	0·02	0·04
13,736	0·14	0·32	5,181	0·05	0·12	5,429	0·05	0·12
1,486	0·12	0·22	10,379	0·87	1·56	357	0·03	0·05
39	..	0·02	195	0·02	0·09	106	0·01	0·05
..	..	..	336	0·28	1·37	—2	...	—0·01
18,171	0·31	0·32	22,237	0·38	1·39	—1,550	—0·03	—0·03
764	0·23	0·27	1,326	0·40	0·48	—53	—0·02	—0·02
522	0·05	0·12	2,196	0·21	0·52	...	..	..

30.—Analysis of operating expenses of

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*

Railway.	Total Operating Expenses—(E-III).			Total expenses of Traffic Department—Less value of stores returned to stock—(Total Abstract E.)		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	161	162	163	164	165	166
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	78,37,530	10·5	15·1	90,91,731	12·1	17·5
Bombay, Baroda and Central India	71,74,401	15·0	16·6	80,74,409	16·9	18·7
Eastern Bengal	62,18,392	16·2	20·1	71,85,380	18·7	23·2
East Indian	2,02,81,833	10·5	16·8	2,36,21,898	12·2	19·5
Great Indian Peninsula	1,35,23,579	9·04	13·3	1,55,20,369	10·4	15·3
Madras and Southern Mahratta	32,49,417	8·40	10·9	36,54,701	9·45	12·3
Nizam's Guaranteed State	6,32,277	7·16	14·7	7,58,379	8·58	17·6
North Western	1,67,51,214	10·7	13·5	1,89,37,246	12·1	15·3
South Indian	11,23,327	7·10	9·66	12,67,595	8·01	10·9
3′ 3⅜″ Gauge.						
Assam-Bengal	20,64,981	10·1	17·69	24,15,503	11·9	20·6
Bengal and North-Western	25.01,531	5·18	17·2	28,08,515	6·15	19·3
Bombay, Baroda and Central India	45,67,486	7·34	13·9	51,73,362	8·31	15·7
Burma	36.70,486	7·07	12·7	44,05,830	8·49	15·2
Eastern Bengal	20,39,412	8·42	12·9	24,80,812	10·2	15·7
Jodhpur	7,34,706	6·68	9·97	8,95,054	8·14	12·2
Madras and Southern Mahratta	24,53,065	5·09	10·7	28,37,890	5·88	12·4
Nizam's Guaranteed State	6,43,293	7·40	16·4	7,67,783	8·83	19·6
Rohilkund and Kumaon	4,54,352	5·24	12·7	5,57,273	6·43	15·6
South Indian	29,56,622	5·64	11·4	33,41,367	6·37	12·9
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	7.90,852	7·86	18·2	8,97,285	8·91	20·6
Bombay, Baroda and Central India	1,03,921	8·76	15·6	1,15,343	9·73	17·3
Eastern Bengal	27,477	2·90	13·3	31,400	3·32	15 2
Jodhpur	5,925	4·95	24·2	5,905	4·93	24·1
North Western (2′ 6″ Gauge)	6,45,349	11·0	11·3	7,51,326	12·8	13·2
North Western (2′ 0″ „)	23,437	7·11	8·42	25,393	7·70	9·12
South Indian	38,389	3·68	9·03	48,603	4·66	11·4

Class I Railways for the year 1927-28—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENTS—contd.

General Administration, Home expenditure.—(F. I. 1 to 4.)			Agent's office.—[F. I. 5 (a)].			Accounts and Audit Department.—[F. I. 5 (b)].			Stores Department—[F. I. 5 (c)].		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
167	168	169	170	171	172	173	174	175	176	177	178
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
2,86,554	0·38	0·55	3,01,262	0·40	0·58	8,11,482	1·08	1·56	4,40,329	0·59	0·85
1,89,691	0·39	0·44	2,78,934	0·59	0·65	7,14,484	1·49	1·65	4,29,881	0·90	1·00
1,27,437	0·34	0·42	2,14,794	0·56	0·70	6,01,574	1·57	1·94	4,46,047	1·16	1·44
..	..	..	10,05,003	0·52	0·84	22,29,592	1·15	1·84	8,14,785	0·41	0·67
..	..	..	4,93,402	0·32	0·48	14,96,424	1·00	1·47	8,38,518	0·56	0·82
1,79,753	0·47	0·60	1,75,880	0·45	0·59	3,80,881	0·99	1·29	1,87,026	0·48	0·63
84,884	0·96	1·97	63,337	0·72	1·47	1,64,553	1·86	3·82	61,567	0·70	1·43
7,554	0·01	0·01	9,92,347	0·64	0·80	22,13,668	1·41	1·78	11,72,742	0 73	0·95
76,515	0·48	0·66	52,439	0·33	0·45	1,58,640	1·00	1·36	76,785	0·49	0·66
2,01,388	0·99	1·71	1,44,710	0·71	1·23	2,41,523	1·19	2·06	95,463	0·47	0·81
2,30,282	0·50	1·58	1,05,823	0·23	0·73	3,84,827	0·85	2·65	75,725	0·17	0·52
2,68,655	0·43	0·51	2,23,327	0·36	0·68	5,72,048	0·92	1·74	2,94,483	0·47	0·90
2,76,277	0·53	0·95	2,69,464	0·52	0·93	4,19,967	0·81	1·45	1,67,513	0·32	0·58
71,264	0·29	0·46	1,20,114	0·50	0·76	3,36,403	1·39	2·13	96,140	0·40	0·61
42,331	0·38	0·57	76,981	0·70	1·05	1,61,364	1·47	2·19	90,316	0·82	1·23
2,13,894	0·45	0·94	1,38,594	0·29	0·60	2,94,896	0·61	1·29	1,14,704	0·23	0·50
85,814	0·99	2·18	64,883	0·75	1·66	1,69,193	1·95	4·32	63,232	0·73	1·61
66,546	0·76	1·87	44,473	0·51	1·25	1,25,871	1·45	3·53	16,840	0·19	0·47
1,91,759	0·36	0·74	1,37,954	0·26	0·53	4,26,156	0·81	1·64	2,11,832	0·41	0·81
1,04,682	1·04	2·41	15,254	0·15	0·35	38,764	0·39	0·89	24,889	0·25	0·57
2,375	0·20	0·36	7,198	0·61	1·08	20,427	1·72	3·06	1,799	0·15	0·27
429	0·04	0·20	724	0·08	0·35	2,029	0·22	0·98	411	0·04	0·20
..	..	..	..	..	..	360	0·30	1·47	..	..	..
..	..	..	10,007	0·18	0·18	25,707	0·43	0·45	13,319	0·23	0·24
..	..	..	..	..	..	..	..	..	..	..	..
8,666	0·83	2·03	1,130	0.11	0·27	5,812	0·56	1·37	2,520	0·24	0·59

30.—Analysis of operating expenses of

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e)].			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g)].		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	179	180	181	182	183	184	185	186	187
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,34,371	0·44	0·64	7,36,194	0·98	1·42	4,64,210	0·62	0·89
Bombay, Baroda and Central India	1,96,677	0·41	0·45	3,99,317	0·84	0·92	4,80,402	1·00	1·11
Eastern Bengal	2,13,260	0·55	0·69	1,61,289	0·42	0·52	2,23,532	0·58	0·72
East Indian	6,69,688	0·34	0·55	10,67,286	0·55	0·89	8,98,164	0·47	0·74
Great Indian Peninsula	6,49,847	0·44	0·64	9,14,137	0·61	0·90	4,46,615	0·30	0·44
Madras and Southern Mahratta	1,25,448	0·32	0·42	3,05,389	0·79	1·03	2,61,315	0·68	0·88
Nizam's Guaranteed State	43,884	0·50	1·02	85,973	0·97	2·00	80,858	0·91	1·88
North Western	6,90,701	0·45	0·55	11,68,236	0·75	0·95	8,33,092	0·54	0·67
South Indian	44,292	0·28	0·38	67,444	0·43	0·58	79,379	0·50	0·68
3′ 3¾″ Gauge.									
Assam-Bengal	1,43,931	0·70	1·23	98,174	0·48	0·84	1,02,088	0·50	0·87
Bengal and North-Western	89,963	0·20	0·62	1,66,142	0·36	1·14	90,380	0·20	0·62
Bombay, Baroda and Central India	2,52,984	0·41	0·77	3,54,248	0·57	1·08	4,01,377	0·64	1·22
Burma	2,87,554	0·55	0·99	3,31,509	0·64	1·14	2,10,030	0·40	0·73
Eastern Bengal	93,775	0·39	0·59	80,948	0·33	0·51	49,214	0·20	0·31
Jodhpur	15,396	0·14	0·21	64,706	0·59	0·88	21,545	0·20	0·29
Madras and Southern Mahratta	1,17,903	0·25	0·51	3,10,873	0·65	1·35	1,82,019	0·38	0·79
Nizam's Guaranteed State	49,919	0·57	1·27	77,114	0·89	1·97	1,05,644	1·21	2·70
Rohilkund and Kumaon	19,649	0·23	0·55	..	.	..	30,080	0·35	0·84
South Indian	1,41,503	0·27	0·54	2,09,416	0·40	0·81	2,08,152	0·40	0·80
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	36,263	0·36	0·84	65,263	0·65	1·50	18,510	0·18	0·43
Bombay, Baroda and Central India	672	0·06	0·10	479	0·04	0·07	7,741	0·65	1·16
Eastern Bengal	137	0·01	0·07	8	..	..	80	0·01	0·04
Jodhpur	157	0·13	0·64	23	0·02	0·09	..	..	..
North Western — 2′ 6″ Gauge	34,145	0·58	0·60	34,918	0·59	0·62	1,06,080	1·80	1·86
North Western — 2′ 0″ „	1,431	0·44	0·52	534	0·16	0·19	5,515	1·67	1·98
South Indian	2,771	0·27	0·65	3,681	0·35	0 87	2,871	0·27	0·68

Class I Railways for the year 1927-28—contd.

GENERAL DEPARTMENTS—*concld.*

Total General Administration—F.I.			Total Ordinary Repairs and Maintenance—(F. II.)			Total Expenses of General Department—Less value of stores returned to stock—(Total abstract F.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
188	189	190	191	192	193	194	195	196
Rs.	As.		Rs.	As.		Rs.	As.	
35,34,548	4·71	6·80	5,70,775	0·76	1·10	41,03,166	5·47	7·90
28,03,364	5·86	6·49	16,582	0·04	0·04	28,19,846	5·90	6·53
20,84,495	5·42	6·74	2,20,330	0·58	0·71	23,04,825	6·00	7·45
69,34,648	3·58	5·73	15,70,326	0·81	1·30	85,04,974	4·39	7·03
50,42,464	3·37	4·95	9,86,458	0·66	0·97	61,69,541	4·12	6·06
17,32,625	4·48	5·84	3,68,977	0·96	1·24	21,01,602	5·44	7·08
5,58,905	6·33	13·0	30,035	0·34	0·70	5,88,940	6·67	13·7
81,13,474	5·18	6·55	7,83,055	0·50	0·63	88,96,529	5·68	7·18
5,84,923	3·70	5·03	64,868	0·41	0·56	6,49,791	4·11	5·59
10,60,922	5·21	9·04	69,882	0·34	0·60	11,30,330	5·55	9·64
10,88,148	2·39	7·48	2,11,123	0·46	1·44	14,08,380	3·08	9·67
24,65,214	3·96	7·49	8,149	0·01	0·02	24,73,363	3·97	7·51
21,02,837	4·05	7·25	2,13,925	0·41	0·74	23,16,762	4·46	7·99
9,02,753	3·73	5·72	1,49,223	0·61	0·94	10,51,976	4·34	6·66
4,86,158	4·42	6·60	85,785	0·78	1·16	5,71,168	5·20	7·75
14,53,653	3·01	6·34	1,99,602	0·42	0·87	16,53,255	3·43	7·21
5,89,700	6·78	15·0	37,552	0·43	0·96	6,27,252	7·21	16·0
3,68,355	4·24	10·3	61,805	0·72	1·74	4,30,160	4·96	12·1
16,29,767	3·11	6·27	2,01,565	0·38	0·77	18,31,332	3·49	7·04
3,27,238	3·25	7·53	52,189	0·52	1·20	3,79,356	3·77	8·73
42,891	3·62	6·43	..	..	..	42,891	3·62	6·43
4,146	0·44	2·00	154	0·02	0·08	4,300	0·46	2·03
564	0·47	2·30	..	..	..	564	0·47	2·30
2,33,854	3·97	4·10	13,102	0·22	0·23	2,46,956	4·19	4·33
7,480	2·27	2·69	5	..	..	7,485	2·27	2·69
29,974	2·87	7·05	4,469	0·43	1·05	34,443	3·30	8·10

30.—Analysis of operating expenses of Class I Railways for the year 1927-28—concld.

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	Total General Administration—(G. I.)			Total Miscellaneous Expenses—less value of stores returned to stock.—(Total Abstract G.)		
	Total amount.	Cost per train mile.	Percentage of total working expenses.	Total amount.	Cost per train mile.	Percentage of total working expenses.
	197	198	199	200	201	202
	Rs.	As.		Rs.	As.	
5′ 6″ Gauge.						
Bengal-Nagpur	34,52,586	4·60	6·65	40,44,572	5·39	7·79
Bombay, Baroda and Central India	23,01,959	4·81	5·33	23,43,404	4·90	5·42
Eastern Bengal	20,11,338	5·23	6·50	22,45,896	5·84	7·26
East Indian	71,26,550	3·68	5·89	84,26,323	4·35	6 97
Great Indian Peninsula	52,04,111	3·48	5·12	52,53,566	3·51	5·17
Madras and Southern Mahratta	14,75,692	3·82	4·97	18,58,061	4·81	6·26
Nizam's Guaranteed State	3,18,957	3·61	7·41	3,30,088	3·74	7·67
North Western	58,12,773	3·71	4·69	72,14,391	4·61	5·82
South Indian	3,92,622	2·48	3·38	5,70,349	3·60	4·91
3′ 3⅜″ Gauge.						
Assam-Bengal	6,19,163	3·04	5·27	6,97,660	3·42	5·94
Bengal and North-Western	5,36,564	0·07	3·69	6,78,576	0·08	4 66
Bombay, Baroda and Central India	17,79,541	2·86	5·41	18,11,419	2·91	5·50
Burma	14,96,184	2·88	5·16	17,28,474	3·33	5·96
Eastern Bengal	7,89,593	3·26	5·00	8,93,492	3·69	5·66
Jodhpur	2,32,569	2·11	3·16	3,19,678	2·90	4·34
Madras and Southern Mahratta	10,23,601	2·12	4·47	12,73,824	2·64	5·56
Nizam's Guaranteed State	2,27,012	2·61	5·79	2,33,012	2·68	5·94
Rohilkund and Kumaon	1,23,464	1·42	3·46	1,29,359	1·49	3·63
South Indian	13,73,051	2·63	5·28	20,35,315	3·98	8·02
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	91,402	0·91	2·10	93,048	0·92	2·14
Bombay, Baroda and Central India	11,256	0·95	1·69	13,015	1·10	1·95
Eastern Bengal	3,696	0·39	1·79	4,202	0·44	2·03
Jodhpur	345	0·29	1·41	345	0·29	1·41
North Western (2′ 6″ Gauge)	98,025	1·67	1·72	1,15,394	1·96	2·03
North Western (2′ 0″ „)	893	0·27	0·32	893	0·27	0·32
South Indian	8,106	0·78	1·91	9,984	0·96	2·35

31.—Statement of Oil Consumption on Class I Railways during the years 1926-27 and 1927-28.

Railway.	Year.	Lubricating oil used on Engines*.				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.			
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.	Total pints.	Pints per 1,000 vehicle miles.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal Nagpur	*1926-27*	*291,240*	*432,256*	*6·28*	*6·18*	*866,149*	*2·71*
	1927-28	326,880	504,140	6·18	6·19	675,197	1·88
Bombay, Baroda and Central India.	*1926-27*	*607,743*	*219,560*	*10·3*	*10·2*	*574,274*	*2·79*
	1927-28	484,250	166,640	8·40	8·16	524,536	2·56
Eastern Bengal	*1926-27*	*346,390*	*125,303*	*9·01*	*8·62*	*315,066*	*2·24*
	1927-28	375,424	120,196	8·46	7·73	299,979	1·95
East Indian	*1926-27*	*1,286,759*	*1,314,284*	*8·32*	*8·44*	*3,554,275*	*3·61*
	1927-28	1,368,895	1,310,661	8·29	8·42	2,942,206	2·80
Great Indian Peninsula	*1926-27*	*1,180,371*	*933,806*	*8·91*	*9·97*	*1,207,740*	*2·22*
	1927-28	1,206,105	979,930	8·99	10·1	900,008	1·60
Madras and Southern Mahratta	*1926-27*	*362,785*	*191,207*	*9·03*	*9·22*	*310,335*	*2·09*
	1927-28	376,220	213,595	9·23	9·38	199,302	1·29
Nizam's Guaranteed State	*1926-27*	*65,839*	*48,745*	*7·77*	*9·19*	*38,439*	*1·23*
	1927-28	62,316	44,135	6·83	8·37	33,747	1·02
North Western	*1926-27*	*1,484,260*	*977,666*	*9·52*	*12·5*	*1,088,859*	*1·72*
	1927-28	1,538,825	996,933	9·05	11·7	1,207,846	1·74
South Indian	*1926-27*	*153,246*	*61,730*	*8·95*	*9·01*	*69,933*	*1·57*
	1927-28	161,212	58,317	8·69	8·70	67,153	1·44
Total	*1926-27*	*5,778,633*	*4,304,557*	*8·86*	*9·22*	*8,025,120*	*2.65*
	1927-28	5,900,127	4,394,547	8·23	8·67	6,849,974	2·13
3′ 3¾″ Gauge.							
Assam Bengal	*1926-27*	*133,308*	*39,766*	*5·29*	*6·12*	*94,474*	*1·14*
	1927-28	146,164	45,328	5·40	6·39	111,642	1·22
Bengal and North Western	*1926-27*	*270,348*	*84,879*	*5·04*	*5·02*	*238,138*	*1·56*
	1927-28	288,313	90,349	5·16	5·07	264,996	1·39
Bombay, Baroda and Central India.	*1926-27*	*419,298*	*259,564*	*6·72*	*6·90*	*503,538*	*1·87*
	1927-28	419,262	228,918	6·48	6·24	500,271	1·80
Burma	*1926-27*	*277,638*	*163,022*	*6·12*	*6·82*	*203,912*	*1·01*
	1927-28	294,974	188,431	6·23	7·30	197,992	0·87
Eastern Bengal	*1926-27*	*156,266*	*69,385*	*6·14*	*6·12*	*150,627*	*1·27*
	1927-28	148,618	65,816	5·67	5·61	140,594	1·16
Jodhpur	*1926-27*	*88,317*	*26,174*	*6·55*	*6·48*	*67,397*	*1·34*
	1927-28	89,422	27,890	6·62	6·20	58,328	1·09
Madras and Southern Mahratta	*1926-27*	*278,011*	*231,908*	*6·43*	*7·01*	*192,151*	*1·11*
	1927-28	281,597	243,957	6·37	7·11	176,375	0·98
Nizam's Guaranteed State.	*1926-27*	*68,748*	*25,151*	*6·32*	*8·04*	*37,144*	*1·04*
	1927-28	64,974	25,176	5·83	7·37	35,794	1·30
Rohilkund and Kumaon	*1926-27*	*53,216*	*3,739*	*4·84*	*3·54*	*62,960*	*1·82*
	1927-28	56,033	4,967	4·70	3·65	64,449	1·80
South Indian	*1926-27*	*306,563*	*138,128*	*5·79*	*6·31*	*202,318*	*1·11*
	1927-28	322,505	138,948	5·73	6·05	226,492	1·16
Total	*1926-27*	*3,051,713*	*1,042,216*	*5·99*	*6·53*	*1,802,708*	*1·36*
	1927-28	2,111,862	1,059,780	5·81	6·09	1,776,933	1·26

*Excluding shunting, siding and departmental.

31.—Statement of Oil Consumption on Class I Railways during the years 1926-27 and 1927-28—concld.

Railway.	Year.	Lubricating oil used on Engines.	
		*Total Pints (all engines).	Pints per 100 Engine miles(all Engines).
1	2	3	4
2′ 6″ AND 2′ 0″ GAUGES.			
Bengal Nagpur	*1926-27*	*82,673*	*4·19*
	1927-28	90,191	4·21
Bombay, Baroda and Central India	*1926-27*	*22,194*	*9·31*
	1927-28	14,594	6·42
Eastern Bengal	*1926-27*	*9,597*	*7·48*
	1927-28	11,889	7·38
Great Indian Peninsula	*1926-27*	*28,651*	*8·03*
	1927-28	28,525	8·07
Jodhpur	*1926-27*	*1,152*	*6·29*
	1927-28	1,152	6·01
North Western. 2′-6″	*1926-27*	*108,935*	*9·43*
	1927-28	110,505	9·18
North Western. 2′-0″	*1926-27*	*7,691*	*11·4*
	1927-28	4,262	6·88
South Indian	*1926-27*	*8,064*	*4·70*
	1927-28	8,074	4·59
Total	*1926-27*	*268,957*	*6·60*
	1927-28	269,192	6·19

*Includes Departmental figures.

32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for the years 1926-27 and 1927-28.

Physical Statistics.	Year.	Results.	Operating Statistics—(*concld.*)	Year.	Results.
(1)	(2)	(3)	(4)	(5)	(6)
1. Section electrified—		(1) Victoria Terminus to Thana (Harbour branch and main line Section) (2) Ravli (Harbour branch) to Mahim.	14·03 Third class	*1926-27*	*15,194,343*
				1927-28	25,893,296
2. Date of first opening for public service.		3-2-25	14·04 Total	*1926-27*	*16,220,076*
				1927-28	27,360,690
3. *Mileage equipped for electric service on 31st March—*			15. *Passenger miles—*		
3·01 Route miles	1927	29·9	15·01 First class	*1926-27*	*477,678*
	1928	29·9		1927-28	616,189
3·02 Track miles	1927	71·6	15·02 Second class	*1926-27*	*6,962,843*
	1928	71·6		1927-28	10,094,878
3 (*a*). Mileage opened for electric service on 31st March.	1927	29·9			
	1928	29·9			
4. No. of sub-power stations on 31st March.	1927	3	15·03 Third class	*1926-27*	*104,143,736*
	1928	3		1927-28	181,974,596
			15·04 Total	*1926-27*	*111,584,256*
5. No. of electric railway stations on 31st March.	1927	22		1927-28	192,685,663
	1928	22			
6. Mileage of transmission cable on 31st March.	1927	17·3	16. *Cost of and earnings from electric train working—*		
	1928	17·8	16·01 Earnings per passenger mile—Pies.	*1926-27*	*2·26*
				1927-28	2·12
Operating Statistics.					
7. *Average No. on the line—*			16·02 Cost per passenger mile—Pies	*1926-27*	*3·63*
7·01 Motor coaches	*1926-27*	*18*		1927-28	3·48
	1927-28	35	16·03 Earnings per train mile—Rs.	*1926-27*	*1·23*
7·02 Trailers	*1926-27*	*54*		1927-28	1·43
	1927-28	105	16·04 Cost per train mile—Rs.	*1926-27*	*1·98*
7·03 Train units*	*1926-27*	*18*		1927-28	2·35
	1927-28	35	17. *Average speed—*		
8. *Average No. in use daily—*			17·01 Train miles per train hour.	*1926-27*	*21·0*
8·01 Motor coaches	*1926-27*	*18*		1927-28	21·3
	1927-28	27	17·02 Train miles per total hour.	*1926-27*	*14·9*
8·02 Trailers	*1926-27*	*54*		1927-28	14·9
	1927-28	81	18. *Train unit* miles per day per train unit—*		
8·03 Train units*	*1926-27*	*18*	18·01 In use	*1926-27*	*180·1*
	1927-28	27		1927-28	186·1
9. Total passenger train miles	*1926-27*	*1,066,742*	18·02 On the line	*1926-27*	*180·1*
	1927-28	1,486,915		1927-28	143·6
10 Total Vehicle miles	*1926-27*	*9,467,576*	19. Total power for traction and train lighting in Kilo-watt hours.	*1926-27*	*18,035,676*
	1927-28	14,702,424		1927-28	27,466,371
11. Train hours	*1926-27*	*50,762*	20. Kilo-watt hours per train unit* mile.	*1926-27*	*15·2*
	1927-28	69,777		1927-28	14·9
12. Other hours	*1926-27*	*21,032*	21. Watt hours per gross ton mile	*1926-27*	*77·3*
	1927-28	30,037		1927-28	80·0
13. Total hours	*1926-27*	*71,794*	22. *Lubricating oil used—*		
	1927-28	99,814	22·01 Total pints	*1926-27*	*126,322*
				1927-28	81,480
14. *No. of passengers carried—*			22·02 Pints per 1,000 train unit* miles.	*1926-27*	*106·7*
14·01 First class	*1926-27*	*59,506*		1927-28	44·3
	1927-28	71,975	22·03 Pints per 100,000 gross ton miles	*1926-27*	*54·1*
14·02 Second class	*1926-27*	*966,227*		1927-28	23·7
	1927-28	1,395,419			

* A "train unit" is a motor coach and three trailers.

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during 1927-28.

(*i*) Steam Coach Performance.

Railway.	Average authorised stock in terms of units (excluding coaches ordered but not yet handed over to traffic.	Average number on the line (in units).	Average number under or awaiting repairs.		Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
			Number.	Percentage of average number on the line.		Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur . . .	2	2	0·41	20·6	49·4	*Nil.*	*Nil.*	16·0
Eastern Bengal . . .	1	1	0·08	8·00	17·8	*Nil.*	*Nil.*	28·6
Great Indian Peninsula . .	1	1	*Nil.*	*Nil.*	33·0	*Nil.*	*Nil.*	44·1
Madras and Southern Mahratta .	2	1	0·62	31·9	14·0	3·00	3,355	37·6
North-Western . . .	4	3	1·25	32·2	36·8	*Nil.*	*Nil.*	14·2
Total ..	10	9	2·36	24·0	32·5	3·00	3,355	20·6
3′ 3⅜″ Gauge.								
Eastern Bengal . . .	1	1	*Nil.*	*Nil.*	38·2	*Nil.*	*Nil.*	17·5
Nizam's Guaranteed State . .	2	2	*Nil.*	*Nil.*	10·1	1·00	7,375·0	10·9
Total .	3	3	*Nil.*	*Nil.*	19·4	1·00	7,375·0	15·2
2′ 0″ and 2′ 6″ Gauges.								
Bengal Nagpur . . .	3	3	0·53	17·8	56·0	*Nil.*	*Nil.*	13·5

(*ii*) Rail Motor Performance.

Railway.	Average authorized stock.	Average number on the line.	Average number under or awaiting repairs.		Rail motor miles per rail motor day.	Rail motor failures.	Rail Motor miles per rail motor failure.	Gallons of fuel consumed per 100 rail motor miles.
			Number.	Percentage of average number on the line.				
1	2	3	4	5	6	7	8	9
North-Western . 5′ 6″ B. G. .	2	2	*Nil.*	*Nil.*	2·36	*Nil.*	*Nil.*	12·0
North-Western . 2′ 6″ N. G. .	5	5	1·34	26·4	39·5	2·00	36,791·5	14·5
South Indian . 3′ 3⅜″ M. G. .	4	4	0·33	8·25	34·6	3·00	16,870·5	12·5

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1928.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service).							Goods Vehicles (excluding vehicles used exclusively on railway service).			Railway service vehicles.	
				Passenger vehicles.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officers' carriages).	Goods (including inspection trolleys).
				Number.	Seats by classes.										
					1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Class II Railways.															
3' 3¾" Gauge.															
Bengal Dooars	17	..	..	52	118	102	349	2,119	7	59	437	16	453	5	8
Bhavnagar State	27	1	..	117	169	334	*Nil*	4,258	33	150	558	33	591	6	10
Bikaner State	59	..	..	115	162	288	302	5,321	35	150	993	..	993	13	40
Dibru-Sadiya	26	..	..	43	157	116	107	1,752	9	52	1,460	128	1,588	57	..
Gondal	20	..	..	84	122	296	..	2,361	22	106	312	2	314	4	28
Jamnagar and Dwarka	20	..	..	51	76	109	..	1,976	15	66	512	3	515	3	3
Junagad State	18	..	..	76	103	368	..	2,415	5	81	274	13	287	7	26
Morvi	20	..	..	86	134	272	..	2,483	21	107	206	..	206	3	2
Mysore	30	..	..	111	107	190	120	3,764	20	131	358	..	358	16	28
Total	237	1	..	735	1,148	2,075	878	26,449	167	902	5,110	195	5,305	114	145
2' 6" Gauge.															
Barsi Light	23	1	2	103	104	278	..	4,669	1	104	253	3	256	1	4
Gackwar's Baroda State	40	1	1	132	88	145	42	5,900	6	138	663	26	689	9	17
Shahdara (Delhi) Saharanpur Light.	10	..	..	51	39	18	84	1,281	1	52	225	4	229	1	1
Total	73	2	3	286	231	441	126	11,850	8	294	1,141	33	1,174	11	22
2' 0" Gauge.															
Darjeeling-Himalayan	35	2	..	110	316	329	..	1,851	25	135	556	..	556	..	..
Howrah-Amta Light	19	..	..	135	80	..	347	2,902	14	149	76	..	76	2	1
Total	54	2	..	245	396	329	347	4,753	39	284	632	..	632	2	1
Class III Railways.															
3' 3¾" Gauge.															
Aden	4	..	..	8	20	25	..	288	1	9	50	29	79	..	..
Porbandar State	7	..	..	15	27	75	..	292	6	21	324	2	326	2	2
Udaipur-Chitorgarh	6	..	..	36	34	54	40	1,017	10	46	63	..	63	1	..
Total	17	..	..	59	81	154	40	1,597	17	76	437	31	468	3	2
2' 6" Gauge.															
Ahmadpur-Katwa	4	..	..	19	18	18	64	448	..	19	22	4	26	..	..
Arrah-Sasaram Light	6	..	..	24	12	..	64	556	4	..	53	..	53	2	.
Bangalore-Chick Ballapur Light. *	12	..	..	24	30	54	..	1,097	..	24	83	..	83	2	6
Bankura-Damoodar River	6	..	..	27	24	24	112	616	..	27	72	6	78	..	1
Baraset-Basirhat Light	8	..	..	43	52	..	142	1,399	4	..	61	..	61	2	1
Carried over	36	..	..	137	136	96	382	4,116	8	70	291	10	301	6	8

* Includes Kolar District Railway

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1928—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service).							Goods Vehicles (excluding vehicles used exclusively on railway service).			Railway Service Vehicles.	
				Passenger vehicles.					Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officer's carriages).	Goods (including Inspection trollies).
				Number.	Seats by classes.										
					1st.	2nd.	Inter.	3rd.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Brought forward .	36	..	..	137	136	96	382	4,116	8	70	291	10	301	6	8
Class III Railways—*concld.*															
2' 6" Gauge.															
Bengal Provincial . .	8	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Behar Light .	5	..	..	25	24	18	102	561	3	..	68	..	68	1	1
Burdwan-Katwa . .	4	..	..	22	18	18	96	512	..	22	36	4	40	..	1
Cutch State . . .	3	..	..	8	..	60	..	148	..	8	32	1	33	..	2
Dehri-Rohtas Light . .	6	1	..	6	20	..	12	158	..	6	129	3	132	1	2
Dholpur-Bari . . .	6	..	..	8	18	..	..	400	..	8	117	3	120	..	..
Futwah-Islampur . .	3	..	..	8	9	..	39	397	1	..	28	..	28	..	—
Jessore-Jhenidah . .	9	..	..	19	18	22	88	408	2	21	39	1	40	..	—
Kalighat-Falta . . .	7	..	..	38	30	34	112	1,080	..	38	45	8	53	..	—
Tezpore-Balipara Light .	5	..	..	17	32	..	60	568	3	20	88	..	88	—	—
Total .	92	1	...	316	325	268	973	8,962	19	223	935	30	965	9	16
2' 0" Gauge.															
Gwalior Light . .	19	3	2	56	32	84	..	1,415	16	72	333	..	333	5	8
Howrah-Sheakhala Light .	3	..	..	34	24	..	78	708	1	*Nil*	13	..	13	..	—
Jagadhri Light . .	2	..	..	4	6	..	11	84	1	5	7	..	7	..	—
Jorhat (Provincial) . .	6	1	..	14	20	22	91	286	6	20	62	5	67	1	2
Kulasekarapatnam Light .	4	3	..	18	..	..	..	420	..	18	40	..	40	..	1
Matheran Light ..	4	2	..	..	17	..	..	8	4	29	24	2	26	..	..
Tarikere Narasimharajapura Light.	6	..	..	4	..	16	..	96	..	4	44	..	44	..	1
Trivellore Light . .	1	2	..	14	..	..	..	84	..	14	4	1	5	..	1
Total ..	45	11	2	144	99	122	180	3,101	28	162	527	8	535	6	13

35.—*Statement of Net Additions to Equipment of Class II and III Railways during the year 1927-28.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service).					Goods Vehicles (excluding vehicles used exclusively on railway service).		Railway Service Vehicles.		Remarks.
				No.	Seats by classes.								
					1st.	2nd.	Inter.	3rd.	Covered and open wagons.	Other vehicles.	Coaching (including officers' carriages).	Goods (including inspection Trollies).	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
3' 3⅜" Gauge.													
Bengal Dooars	1	..	..	..	..	..	55	—23	1	..	..	—1	
Bhavnagar State	—1	..	..	7	2	—13	..	479	..	1	..	1	
Bikaner State	..	..	..	1	..	60	15	49	1	..	6	..	
Dibru-Sadiya	..	..	..	2	—22	—18	—106	260	—1	—1	2	..	
Gondal	—1	..	..	—4	—8	—16	..	—182	29	—8	..	8	
Jamnagar and Dwarka	3	..	..	1	10	21	..	5	254	3	..	1*	
Junagad State	..	..	..	—1	—31	8	..	—11	..	—1	2	..	
Morvi	1	..	..	—1	—12	..	..	—164	..	..	1	..	
Mysore	2	..	..	5	—1	2	—10	182	—5	..	4	5	
Total	5	..	..	10	—62	44	—46	595	279	—6	15	14	
2' 6" Gauge.													
Barsi Light	3	..	2	52	48	132	..	2,288	48	..	..	..	
Gaekwar's Baroda State	..	..	..	—10	—14	—4	..	—336	—25	26	..	..	
Shahdara (Delhi)-Saharanpur Light.	..	..	..	..	..	..	..	30	..	..	..	..	
Total	3	..	2	42	34	128	..	1,982	23	26	..	..	
2' 0" Gauge.													
Darjeeling-Himalayan	2	..	..	—1	8	—1	..	..	47	..	..	..	
Howrah-Amta Light	..	..	..	7	26	..	49	192	..	..	..	..	
Total	2	..	..	6	34	—1	49	192	47	..	..	..	
Class III Railways.													
3' 3⅜" Gauge.													
Aden	..	—1	..	..	..	..	..	..	..	..	..	..	
Porbandar	..	..	..	—2	—9	..	..	—68	9	—4	..	1	
Udaipur-Chitorgarh	..	..	..	1	..	..	..	154	6	..	..	..	
Total	..	—1	..	—1	—9	..	..	86	15	—4	..	1	
2' 6" Gauge.													
Ahmadpur-Katwa	..	..	..	..	..	..	..	..	..	..	..	..	
Arrah-Sasaram Light	..	..	..	1	6	..	..	..	4	..	..	..	
Bangalore-Chik-Ballapur Light.*	..	..	..	2	6	—8	..	167	..	..	..	..	
Bankura-Damoodar River	..	..	..	..	..	..	..	..	..	..	..	..	
Baraset Basirhat Light	..	..	..	—1	..	..	2	152	2	..	..	..	
Bengal Provincial	..	..	..	..	..	..	..	..	..	..	..	..	
Bukhtiarpur-Bihar Light.	..	..	..	4	..	..	24	72	..	..	..	..	
Burdwan-Katwa	..	..	..	..	..	..	..	..	..	..	..	..	
Cutch State	..	..	..	..	..	..	..	..	..	..	..	1	
Dehri-Rohtas Light	..	..	..	..	..	..	..	..	..	..	..	..	
Dholpur-Bari	..	..	..	..	..	..	..	..	—6	..	..	—1	
Futwah-Islampur	..	..	..	..	..	..	—26	..	2	..	..	..	
Jessore-Jhenidah	..	..	..	..	..	..	..	..	..	—	..	..	
Kalighat-Falta	..	..	..	..	..	..	..	..	..	..	..	..	
Tezpore-Balipara	..	—1	..	..	..	..	..	..	..	..	..	..	
Total	..	—1	..	6	12	—8	..	391	2	..	..	..	
2' 0" Gauge.													
Gwalior Light	—3	—1	..	—10	—8	—7	..	—80	..	..	2	..	
Howrah-Sheakhala Light	..	..	..	2	..	..	..	92	..	..	..	..	
Jagadhri Light	..	..	..	..	..	..	..	..	..	..	..	..	
Jorhat (Provincial)	..	..	..	—4	—8	—8	3	—128	—41	..	—1	..	
Kulasekarapatnam Light	—2	1	..	—2	..	..	..	—48	..	..	..	—1	
Matheran Light	4	2	..	..	17	..	..	8	24	2	..	..	
Tarikere Narasimharajapura Light.	..	..	..	..	..	..	..	..	—2	..	..	—1	
Trivellore Light	—1	..	..	..	..	..	..	..	..	..	..	—1	
Total	—2	2	..	—14	1	—15	3	—156	—19	2	1	—3	

*Includes Kolar District Railway.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line, whether local or foreign (in hundreds).					Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1926-27*	*2*	*3,2*	..	*937,1*	*940,5*	*166,9*	*2*	*4,3*	..	*1,102,9*	*1,107,4*
		1927-28	2	5,2	..	962,5	967,9	149,6	2	6,1	..	1,111,2	1,117,5
Bengal Dooars	3′ 3⅜″	*1926-27*	*2,1*	*4,3*	*47,4*	*1,396,7*	*1,450,5*	*84,3*	*2,4*	*4,8*	*49,3*	*1,477,8*	*1,534,3*
		1927-28	2,1	4,7	52,2	1,462,9	1,521,9	73,9	2,4	5,1	54,0	1,534,3	1,595,8
Bhavnagar State	3′ 3⅜″	*1926-27*	*1,4*	*20,2*	..	*2,392,2*	*2,413,8*	*316,6*	*2,0*	*26,6*	..	*2,701,8*	*2,730,4*
		1927-28	1.4	23,3	..	2,368,7	2,393,4	317,9	1,9	29,8	..	2,679,6	2,711,3
Bikaner State	3′ 3⅜″	*1926-27*	*1,2*	*6,3*	*21,5*	*1,651,9*	*1,680,9*	*185,0*	*1,7*	*8,4*	*24,3*	*1,831,5*	*1,865,9*
		1927-28	1,1	7,3	22,1	1,998,8	2,029,3	227,6	1,6	9,6	25,4	2,220,3	2,256,9
Darjeeling Himalayan	2′ 0″	*1926-27*	*4,0*	*19,0*	..	*581,7*	*604,7*	*25,9*	*6,2*	*25,0*	..	*599,4*	*630,6*
		1927-28	3,9	18,8	..	532,6	555,3	31,8	7,8	27,0	..	552,3	587,1
Dibru Sadiya	3′ 3⅜″	*1926-27*	*6,8*	*11,6*	*13,8*	*1,199,7*	*1,231,9*	*79,2*	*7,3*	*12,4*	*16,7*	*1,274,7*	*1,311,1*
		1927-28	6,5	12,2	19,0	1,315,9	1,353,6	96,2	7,2	13,6	22,0	1,407,0	1,449,8
Gaekwar's Baroda State	2′ 6″	*1926-27*	*8*	*14,9*	*54*	*3,951,6*	*3,972,7*	*374,4*	*9*	*16,8*	*5,4*	*4,324,0*	*4,347,1*
		1927-28	1,1	14,6	1	3,684,2	3,700,0	351,6	1,6	16,7	1	4,033,2	4,051,6
Gondal	3′ 3⅜″	*1926-27*	*9*	*24,1*	..	*1,647,6*	*1,672,6*	*842,1*	*2,2*	*44,2*	..	*2,468,3*	*2,514,7*
		1927-28	9	24,5	..	1,699,6	1,725,0	888,9	2,4	46,0	..	2,565.5	2,613,9
Howrah-Amta Light	2′ 0″	*1926-27*	*4,6*	..	*84,3*	*2,788,9*	*2,877,8*	..	*4,6*	..	*84,3*	*2,788,9*	*2,877,8*
		1927-28	4,5	..	94,7	2,899,3	2,998,5	4	4,5	..	94,7	2,899,7	2,998,9
Jamnagar and Dwarka	3′ 3⅜″	*1926-27*	*7*	*8,2*	..	*603,4*	*617,3*	*85,9*	*1,0*	*11,0*	..	*691.2*	*703,2*
		1927-28	1,2	10,0	..	670,2	681,4	92,5	1,8	13,7	..	758,4	773,9
Junagad State	3′ 3⅜″	*1926-27*	*1,6*	*27,3*	..	*1,371,8*	*1,400,7*	*243,2*	*1,9*	*33,2*	..	*1,608,8*	*1,643,9*
		1927-28	1,4	27,2	..	1,416,9	1,445,5	251,5	1,9	34,1	..	1,661,0	1,697,0
Morvi	3′ 3⅜″	*1926-27*	*1,1*	*10,0*	..	*574,9*	*586,0*	*324,1*	*2,3*	*24,2*	..	*883,6*	*910,1*
		1927-28	1,3	10,7	..	604,5	616,5	326,2	3,8	23,8	..	915,1	942,7
Mysore	3′ 3⅜″	*1926-27*	*2,6*	*27,6*	*40,3*	*2,897,0*	*2,967,5*	*87,1*	*2,8*	*29,2*	*40,8*	*2,981,8*	*3,054,6*
		1927-28	3,9	38,9	43,1	3,197,9	3,283,8	104,2	4,2	40,6	44,5	3,298,7	3,388,0
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1926-27*	*1*	*1,3*	*13,2*	*1,072,9*	*1,092,5*	*12,1*	*2*	*1,4*	*19,2*	*1,083,3*	*1,104,6*
		1927-28	2	1,4	16,4	1,142,4	1,160,4	11,6	2	1,5	16,8	1,153,5	1,172,0
Total Class II Railways.		*1926-27*	*28,1*	*178,0*	*230,9*	*23,072,4*	*23,509,4*	*2,326,5*‖	*35,7*‖	*241,5*‖	*240,5*‖	*25,815,5*‖	*26,336,2*‖
		1927-28	29,7	198,8	247,6	23,956,4	24,432,5	2,923,9‖	41,5‖	267,6‖	257,5‖	26,789,8‖	27,356,4‖
Class III Railways.													
Aden	3′ 3⅜″	*1926-27*	*1*	*4*	..	*132,6*	*133,1*	..	*1*	*4*	..	*132,6*	*133,1*
		1927-28	..	4	..	142,2	142,6	..	..	4	..	142,2	142,6
Ahmadpur-Katwa	2′ 6″	*1926-27*	..	*9*	*6,0*	*303,7*	*310,6*	*10,1*	..	*1,0*	*6,4*	*313,3*	*320,7*
		1927-28	..	9	6,1	270,4	277,4	9,4	..	9	6,5	279.4	286,8
Arrah-Sasaram Light	2′ 6″	*1926-27*	*9*	..	*6,8*	*605,1*	*612,8*	*3,6*	*9*	..	*6,9*	*608,6*	*616,4*
		1927-28	8	..	7,3	324,4	632,5	3,9	8	..	7,4	628,2	636,4
Bangalore-Chik-Ballapur Light	2′ 6″	*1926-27*	*1*	*3,5*	..	*886,9*	*890,5*	*38,2*	*1*	*3,3*	..	*924,8*	*928,7*
		1927-28	1	3,4	..	944,3	947,8	33,5	1	3,6	..	977,6	981,3
Bankura-Damoodar River	2′ 6″	*1926-27*	..	*5*	*1,9*	*217,3*	*219,7*	*1,8*	..	*6*	*2,0*	*218,9*	*221,5*
		1927-28	..	6	2,4	253,7	256,7	1,5	..	6	2,6	255,0	263,2
Barasat-Basirhat Light	2′ 6″	*1926-27*	*3,7*	..	*30,3*	*1,324,7*	*1,358,7*	*3,8*	*3,7*	..	*30,7*	*1,328,1*	*1,362,5*
		1927-28	3,0	..	38,1	1,332,8	1,373,9	2,1	3,0	..	38,1	1,334,9	1,376,0
Bengal Provincial	2′ 6″	*1926-27*	*1*	*1,6*	*6,4*	*513,9*	*521,1*	*99,5*	*1*	*2,2*	*11,2*	*607,1*	*620,6*
		1927-28	1	1,6	8.3	552,8	562,8	103,0	2	2,3	13,3	650,0	665,8

Class II and III Railways for the years 1926-27 and 1927-28.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passenger carried (in thousands).				
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
										Rs.	Rs.	Rs.	Rs.	Rs.
11	*163*	..	*37,482*	*37,656*	*44·2*	*38·5*	..	*34·0*	*34·0*	*1*	*13*	..	*7,81*	*7,95*
9	237	..	38,607	38,853	40·7	38·5	..	34·7	34·8	1	13	..	8,04	8,18
64	*115*	*1,035*	*28,678*	*29,892*	*27·0*	*24·0*	*21·0*	*19·0*	*19·0*	*9*	*8*	*25*	*4,48*	*4,90*
87	120	1,121	27,702	29,030	37·0	23·0	21·0	18·0	18·0	9	8	26	4,47	4,90
109	*1,286*	..	*74,738*	*76,133*	*55·0*	*48·3*	..	*27·7*	*27·9*	*10*	*61*	..	*13,49*	*14,20*
105	1,317	..	73,978	75,400	55·5	44·2	..	27·6	27·8	10	64	..	13,33	14,07
108	*613*	*1,300*	*74,780*	*76,801*	*65·6*	*73·0*	*53·5*	*40·8*	*41·2*	*17*	*48*	*40*	*15,60*	*16,65*
191	706	1,290	88,805	90,992	119·3	73·0	50·8	40·0	40·3	31	55	40	18,50	19,76
236	*869*	..	*10,439*	*11,644*	*46·4*	*34·7*	..	*17·5*	*18·5*	*1,15*	*1,23*	..	*4,78*	*7,16*
349	823	..	9,120	10,292	44·7	30·5	..	16·5	17·5	99	1,14	..	4,11	6,24
149	*244*	*388*	*18,706*	*19,487*	*20·0*	*19·7*	*23·2*	*14·7*	*14·9*	*18*	*15*	*13*	*3,91*	*4,37*
143	295	505	20,813	21,756	24·0	25·0	25·0	16·0	16·0	17	18	17	4,35	4,87
23	*300*	*75*	*55,268*	*55,666*	*25·5*	*17·9*	*13·9*	*12·8*	*12·8*	*3*	*19*	*2*	*12,95*	*13,19*
41	293	1	51,458	51,793	25·6	20·1	10·0	12·7	12·7	5	18	..	12,06	12,29
104	*1,476*	..	*57,378*	*58,958*	*47·3*	*33·4*	..	*23·3*	*23·2*	*9*	*68*	..	*10,38*	*11,15*
115	1,553	..	60,069	61,737	47·9	33·8	..	23·4	23·6	10	72	..	10,94	11,76
76	..	*906*	*37,375*	*38,357*	*16·5*	..	*10·7*	*13·4*	*13·3*	*5*	..	*26*	*8,07*	*8,38*
77	..	1,024	38,626	39,727	17·1	..	10·8	13·3	13·2	5	..	29	8,36	8,70
61	*565*	..	*25,014*	*25,640*	*62·0*	*51·0*	..	*36·0*	*36·0*	*6*	*31*	..	*5,97*	*6,34*
111	709	..	27,526	28,346	61·0	52·0	..	36·0	37·0	11	39	..	6,57	7,07
74	*860*	..	*34,330*	*35,264*	*38·2*	*25·9*	..	*21·3*	*21·5*	*7*	*40*	..	*6,23*	*6,70*
69	873	..	35,312	36,254	35·7	25·6	..	21·3	21·4	7	41	..	6,40	6,88
151	*1,479*	..	*36,803*	*38,433*	*64·3*	*61·2*	..	*41·7*	*42·2*	*15*	*73*	..	*6,31*	*7,69*
244	1,437	..	38,389	40,070	65·0	60·0	..	42·0	43·0	25	72	..	7,11	8,08
190	*1,077*	*1,760*	*76,670*	*79,697*	*67·0*	*37·0*	*43·0*	*26·0*	*26·0*	*22*	*58*	*58*	*14,66*	*16,04*
268	1,591	1,881	88,094	91,834	64·0	39·0	42·0	27·0	27·0	22	71	60	15,94	17,47
3	*33*	*404*	*21,855*	*22,295*	*15·0*	*23·6*	*21·0*	*20·0*	*20·0*	*1*	*2*	*17*	*5,12*	*5,32*
4	38	409	23,363	23,814	20·0	25·3	24·3	20·3	20·3	1	2	16	5,48	5,67
1,409	*9,080*	*5,868*	*589,566*	*605,923*	‖*39·5*	‖*37·6*	‖*24·4*	‖*22·8*	‖*23·0*	*2,33*	*5,59*	*1,31*	*1,20,26*	*1,30,04*
1,813	9,992	6,231	621,862	639,898	‖43·8	‖37·3	‖24·2	‖23·2	‖23·4	2,53	5,87	1,88	1,25,66	1,35,94
2	*7*	..	*1,747*	*1,756*	*20·0*	*17·5*	..	*9·57*	*9·59*	..	*1*	..	*64*	*65*
..	7	..	1,745	1,752	..	17·5	..	12·3	13·2	..	1	..	64	65
..	*13*	*81*	*3,775*	*3,869*	..	*14·0*	*13·0*	*12·0*	*12·1*	..	*1*	*3*	*1,18*	*1,22*
..	13	90	3,451	3,554	..	14·0	14·0	12·0	13·4	..	1	4	1,08	1,13
33	..	*215*	*12,570*	*12,818*	*35·0*	..	*31·0*	*20·0*	*20·0*	*3*	..	*8*	*2,95*	*3,06*
27	..	234	13,783	14,044	33·0	..	31·0	20·0	28·0	3	..	9	2,99	3,12
3	*97*	..	*17,028*	*17,128*	*21·0*	*26·0*	..	*18·0*	*18·0*	..	*5*	..	*2,97*	*3,02*
2	83	..	18,195	18,280	25·0	23·0	..	19·0	19·0	..	4	..	3,04	3,08
..	*15*	*50*	*4,115*	*4,180*	..	*25·0*	*25·0*	*18·0*	*18·9*	..	*1*	*2*	*1,29*	*1,32*
..	12	60	4,234	4,306	..	20·0	23·1	16·6	16·7	..	1	3	1,32	1,36
95	..	*561*	*18,185*	*18,841*	*24·0*	..	*16·0*	*12·0*	*17·0*	*5*	..	*15*	*3,79*	*3,99*
68	..	667	17,901	18,636	22·0	..	17·0	13·0	17·0	4	..	18	3,68	3,90
1	*15*	*77*	*4,482*	*4,575*	*9·74*	*6·90*	*6·85*	*7·38*	*7·37*	..	*1*	*2*	*1,05*	*1,08*
1	16	110	4,685	4,812	6·34	7·08	8·27	7·20	7·23	..	1	3	1,11	1,15

‖ Columns 9 to 14—and 20 to 24. In these totals Passengers travelling over two or more railways are considered as having made two or more journeys.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1926-27 and 1927-28—contd.

Railway	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands of rupees.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
			30	31	32	33	34	35	36	37	38	39	40	41
Class II Railways.														
Barsi Light	2′ 6″	1926-27	27·1	15·1	..	4·00	4·05	122	49	171	3,510	49·9	3,50	19·4
		1927-28	20·0	10·0	..	4·00	4·04	143	59	202	9,678	47·4	9,60	19·4
Bengal Doors	3′ 3	1926-27	25·8	13·4	4·67	3·00	3·15	143	104	247	15,457	63·0	17,17	21·3
		1927-28	20·5	13·4	4·52	3·09	3·24	118	149	267	18,128	68·0	18,75	19·9
Bhavnagar State	3′ 3½″	1926-27	18·1	9·04	..	3·47	3·58	173	142	315	19,251	61·2	10,72	10·7
" "		1927-28	18·4	9·27	..	3·46	3·58	194	153	347	21,338	62·9	12,06	10·6
Bikaner State	3′ 3½″	1926-27	30·0	15·0	6·00	4·00	4·20	479	185	664	92,546	139·4	19,47	4·04
		1927-28	30·0	15·0	6·00	4·00	4·17	489	160	649	89,264	137·6	19,23	4·13
Darjeeling Himalayan	2′ 0″	1926-27	76·9	27·2	..	8·75	11·8	117	45	162	5,329	33·0	13,90	50·1
		1927-28	55·3	36·7	..	8·66	11·6	112	44	156	5,022	32·2	14,03	53·6
Dibru Sadiya	3′ 3½″	1926-27	23·2	11·8	6·43	4·00	4·27	720	59	779	20,080	25·9	24,25	23·2
		1927-28	26·3	14·1	6·46	4·12	4·29	690	67	757	19,452	25·6	24,26	23·9
Gaekwar's Baroda State	2′ 6″	1926-27	25·0	12·2	5·12	4·50	4·55	351	134	485	14,745	30·4	7,59	9·88
		1927-28	24·0	12·3	6·00	4·50	4·55	400	175	575	12,650	23·0	9,48	14·4
Gondal	3′ 3½″	1926-27	16·6	8·85	..	3·47	3·63	65	238	303	14,120	46·6	8,70	11·8
		1927-28	16·7	8·90	..	3·50	3·66	101	274	375	17,322	46·2	10,69	11·8
Howrah-Amta Light	2′ 0″	1926-27	12·6	..	5·51	4·15	4·19	45	13	58	1,245	21·4	1,48	22·8
		1927-28	12·5	..	5·44	4·16	4·20	46	14	60	1,250	15·8	1,50	23·0
Jamnagar and Dwarka	3′ 3½″	1926-27	19·7	10·5	..	4·58	4·75	153	25	178	3,122	45·0	3,26	7·71
		1927-28	19·1	10·6	..	4·58	4·79	201	47	248	15,680	63·0	6,91	8·46
Junagad State	3′ 3½″	1926-27	18·1	8·99	..	3·48	3·65	189	44	233	9,390	40·3	5,86	12·0
		1927-28	18·0	8·99	..	3·48	3·64	189	42	231	8,802	38·1	6,11	13·3
Morvi	3′ 3½″	1926-27	20·0	9·44	..	3·55	3·86	43	169	212	12,894	60·8	7,36	10·9
		1927-28	19·5	9·58	..	3·56	3·87	47	176	223	13,077	59·0	8,66	12·7
Mysore	3′ 3½″	1926-27	22·2	10·3	6·33	3·67	3·86	174	104	278	17,340	62·3	11,47	12·7
		1927-28	15·8	8·57	6·12	3·47	3·65	204	100	304	18,293	60·0	12,57	13·0
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	1926-27	20·0	11·6	8·08	4·50	4·58	68	41	109	4,365	40·0	3,83	16·8
		1927-28	20·0	10·1	7·51	4·50	4·57	67	25	92	4,054	44·1	4,01	19·0
Total Class II Railways	..	1926-27	32·4	11·8	5·92	3·92	4·12	2,842	1,352‖	4,194‖	243,393	58·0‖	1,43,56	11·3
		1927-28	26·3	11·3	5·79	3·88	4·08	3,001	1,485‖	4,486‖	254,410	56·7‖	1,57,86	11·9
Class III Railways.														
Aden	3′ 3½″	1926-27	36·0	18·0	9·00	6·78	6·82	33	..	33	792	24·0	59	14·3
		1927-28	44·0	18·0	..	7·00	7·00	35	..	35	840	24·0	57	11·5
Ahmadpur-Katwa	2′ 6″	1926-27	24·0	12·0	8·00	6·00	6·05	9	6	15	267	8·0	22	12·0
		1927-28	24·0	12·0	8·00	6·00	6·10	6	6	12	225	19·0	17	12·0
Arrah-Sasaram Light	2′ 6″	1926-27	20·0	..	7·50	4·50	4·70	30	7	37	1,109	30·0	57	15·1
		1927-28	20·0	..	7·50	3·50	4·27	29	8	37	1,088	29·4	87	15·2
Bangalore-Chik-Ballapur Light.	2′ 6″	1926-27	16·0	9·00	..	3·00	3·00	26	11	37	1,476	39·7	1,31	17·0
		1927-28	16·0	9·00	..	3·00	3·00	39	9	48	1,954	40·0	1,78	17·5
Bankura-Damodar River	2′ 6″	1926-27	24·0	12·0	8·00	6·00	6·01	22	8	30	1,338	44·0	71	10·0
		1927-28	24·0	12·0	8·00	6·00	6·06	16	12	28	1,255	45·0	64	10·0
Barasat-Basirhat Light	2′ 6″	1926-27	10·1	..	5·13	4·00	4·07	33	7	40	1,115	27·8	1,07	18·4
		1927-28	11·3	..	5·18	3·95	4·02	33	6	39	1,068	27·4	1,07	19·2
Bengal Provincial	2′ 6″	1926-27	13·4	9·00	5·92	4·50	4·53	30	5	35	2,774	79·3	51	3·49
		1927-28	19·8	8·24	4·71	4·57	4·59	33	9	42	595	14·3	47	15·3

‖Columns 36 and 37 and 39. In these totals consignments passing over two or more railways are considered as two or more separate consignments.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1926-27 and 1927-28—contd.

Railway.	Gauge.	Year.	Passengers originating on home line, whether local or foreign (in hundreds).					Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1926-27*	*2*	*2,0*	*11,0*	*654,9*	*668,1*	*107,2*	*3*	*2,7*	*16,4*	*755,9*	*778,3*
		1927-28	3	2,5	11,4	531,4	545,6	80,2	4	3,0	15,8	606,6	625,8
Burdwan-Katwa	2′ 6″	*1926-27*	*1*	*3*	*6,8*	*348,7*	*356,4*	*9,3*	*1*	*9*	*7,7*	*357,0*	*365,7*
		1927-28	..	9	8,3	356,8	366,0	9,2	..	9	8,9	365,4	376,2
Cutch State	2′ 6″	*1926-27*	..	*9*	..	*59,9*	*60,8*	..	..	*9*	..	*59,9*	*60,8*
		1927-28	..	1,3	..	62,1	63,4	..	..	1,3	..	62,1	63,4
Dehri Rohtas Light	2′ 6″	*1926-27*	*4*	..	*6*	*129,3*	*130,3*	..	*4*	..	*6*	*129,3*	*130,3*
		1927-28	3	..	7	131,8	132,8	..	3	..	7	131,8	132,8
Dholpur-Bari	2′ 6″	*1926-27*	..	*3*	..	*171,1*	*171,4*	*4*	..	*3*	..	*171,5*	*171,8*
		1927-28	..	2	..	170,3	170,5	4	..	2	..	170,7	170,9
Futwah-Islampur	2′ 6″	*1926-27*	*5*	..	*5,3*	*391,3*	*397,1*	*15,4*	*5*	..	*6,3*	*405,7*	*412,5*
		1927-28	4	..	5,9	376,7	383,0	15,3	4	..	6,9	391,0	398,3
Gwalior Light	2′ 6″	*1926-27*	*3*	*5,0*	..	*655,1*	*660,4*	*1,1*	*3*	*5,0*	..	*656,2*	*661,5*
		1927-28	3	6,0	..	755,9	762,2	2,2	3	6,0	..	758,1	764,4
Howrah-Sheakhala Light	2′ 0″	*1926-27*	*6*	..	*18,3*	*907,0*	*925,9*	..	*6*	..	*18,3*	*907,0*	*925,9*
		1927-28	6	..	19,9	911,3	931,8	1	6	..	19,9	911,4	931,9
Jagadhri Light	2′ 0″	*1926-27*	*2*	..	*1,3*	*94,5*	*96,0*	..	*2*	..	*1,3*	*94,5*	*96,0*
		1927-28	2	..	1,0	93,6	93,8	..	2	..	1,0	93,6	93,8
Jessore-Jhenidah	2′ 6″	*1926-27*	*1*	*5*	*2,3*	*173,8*	*181,7*	*2,6*	*1*	*6*	*2,3*	*187,3*	*184,3*
		1927-28	1	5	1,7	174,7	177,0	1,5	1	5	1,8	176,1	178,5
Jorhat (Provincial)	2′ 0″	*1926-27*	..	..	..	*281,1*	*281,1*	..	..	..	..	*281,1*	*281,1*
		1927-28	*	*	*	*	*	*	*	*	*	*	*
Kalighat-Falta	2′ 6″	*1926-27*	*1*	*2,7*	*20,8*	*832,8*	*856,4*	*1,9*	*1*	*2,7*	*21,0*	*834,5*	*858,3*
		1927-28	..	2,6	19,8	862,2	884,6	1,3	..	2,6	19,9	863,4	885,9
Kulasekarapatnam Light	2′ 0″	*1926-27*	..	..	..	*119,9*	*119,9*	..	..	..	..	*119,9*	*119,9*
		1927-28	..	..	..	154,0	154,0	..	..	..	..	154,0	154,0
Matheran Light	2′ 0″	*1926-27*	†	†	†	†	†	†	†	†	†	†	†
		1927-28	1,0	4,8	..	7,8	13,6	8,4	20	9,6	..	10,4	22,0
Porbandar State	3′ 3⅜″	*1926-27*	*2*	*3,1*	..	*287,1*	*290,4*	*69,6*	*4*	*5,0*	..	*354,6*	*360,0*
		1927-28	5	3,8	..	302,8	307,1	74,3	1,0	5,8	..	374,6	381,4
Tarikere-Narasimharajapura Light.	2′ 0″	*1926-27*	..	*6*	..	*50,6*	*51,2*	*2*	..	*6*	..	*50,8*	*51,4*
		1927-28	..	5	..	54,5	55,0	..	..	5	..	54,5	55,0
Tezpore-Balipara	2′ 6″	*1926-27*	*2*	..	*3,8*	*251,5*	*255,5*	..	*2*	..	*3,8*	*251,5*	*255,5*
		1927-28	2	..	3,7	245,8	249,7	..	2	..	3,7	245,8	249,7
Trivellore Light	2′ 0″	*1926-27*	..	..	..	*93,7*	*93,7*	..	..	..	..	*93,7*	*93,7*
		1927-28	..	..	..	62,3	62,3	..	..	..	..	62,3	62,3
Udaipur-Chitorgarh	3′ 3⅜″	*1926-27*	*6*	*2,4*	*2,0*	*433,5*	*443,5*	*57,7*	*1,5*	*3,9*	*2,0*	*493,8*	*501,2*
		1927-28	6	2,8	2,2	461,4	467,0	67,2	1,7	4,7	2,9	524,9	534,2
Total Class III Railways ..	..	*1926-27*	*8,4*	*25,2*	*123,6*	*9,979,1*	*10,136,3*	*422,4*‖	*9,6*‖	*30,6*‖	*136,9*‖	*10,381,6*‖	*10,558,7*‖
		1927-28	8,5	32,8	136,8	9,841,0	10,019,1	413,5‖	11,3‖	42,9‖	149,4‖	10,229,0‖	10,432,6‖

‖ Columns 9 to 14—In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

* Not available.

† Included with the G. I. P. Railway.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			15	16	17	18	19	20	21	22	23	24
Class III—*concld.*												
Bukhtiarpur-Bihar Light.	2′ 6″	*1926-27*	*6*	*48*	*296*	*12,902*	*13,252*	*19·0*	*17·0*	*18·0*	*17·0*	*17·0*
		1927-28	8	55	290	9,679	10,032	21·0	18·0	18·0	15·0	18·0
Burdwan-Katwa	2′ 6″	*1926-27*	*1*	*20*	*131*	*4,814*	*4,966*	*16.0*	*23·0*	*17·0*	*13·0*	*13·6*
		1927-28	..	9	162	3,568	5,135	..	23·0	18·0	13·0	13·7
Cutch State	2′ 6″	*1926-27*	..	*25*	..	*1,246*	*1,271*	..	*29·0*	..	*20·8*	*20·9*
		1927-28	..	36	..	1,371	1,407	..	28·0	..	22·0	22·2
Dehri Rohtas Light	2′ 6″	*1926-27*	*6*	..	*9*	*1,579*	*1,594*	*16·0*	..	*15·0*	*12·0*	*12·0*
		1927-28	5	..	10	1,646	1,661	16·0	..	16·0	12·0	12·0
Dholpur Bari	2′ 6″	*1926-27*	..	*5*	..	*3,463*	*3,468*	..	*15·4*	..	*20·2*	*20·2*
		1927-28	..	3	..	3,310	3,313	..	14·0	..	19·4	19·4
Futwah-Islampur	2′ 6″	*1926-27*	*7*	..	*86*	*6,124*	*6,217*	*14·0*	..	*13·0*	*15·0*	*15·0*
		1927-28	6	..	94	5,807	5,907	13·0	..	13·0	14·8	14·8
Gwalior Light	2′ 6″	*1926-27*	*12*	*186*	..	*12,998*	*13,196*	*40·0*	*37·2*	..	*19·8*	*19·9*
		1927-28	17	207	..	13,656	13,880	60·0	34·0	..	18·0	18·2
Howrah-Sheakhala Light.	2′ 0″	*1926-27*	*8*	..	*128*	*7,330*	*7,466*	*13·3*	..	*6·99*	*8·08*	*8·06*
		1927-28	9	..	132	7,438	7,579	15·0	..	6·63	8·16	8·13
Jagadhri Light	2′ 0″	*1926-27*	*1*	..	*4*	*313*	*318*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1927-28	1	..	3	326	330	3·62	..	3·31	3·31	3·31
Jorhat-Jhenidah	2′ 6″	*1926-27*	*2*	*10*	*47*	*2,378*	*2,437*	*20·9*	*19·0*	*20·5*	*13·9*	*13·9*
		1927-28	1	10	85	2,130	2,226	20·4	18·2	47·2	12·1	12·5
Jorhat (Provincial)	2′ 0″	*1926-27*	..	..	..	*2,938*	*2,938*	..	..	..	*10·5*	*10·5*
		1927-28	*	*	*	*	*	*	*	*	*	*
Kalighat-Falta	2′ 6″	*1926-27*	*1*	*24*	*116*	*7,573*	*7,714*	*16·0*	*9·0*	*5·0*	*9·0*	*9·1*
		1927-28	..	21	121	8,775	8,917	..	8·0	6·0	10·0	10·1
Kulasekarapatnam Light	2′ 0″	*1926-27*	..	..	..	*1,130*	*1,130*	..	..	..	*9·42*	*9·42*
		1927-28	..	..	..	1,474	1,474	..	..	..	9·57	9·57
Matheran Light	2′ 0″	*1926-27*	†	†	†	†	†	†	†	†	†	†
		1927-28	1	4	..	5	10	..	..	..	..	..
Porbandar State	3′ 3⅜″	*1926-27*	*13*	*148*	..	*7,006*	*7,167*	*33·0*	*30·0*	..	*20·0*	*20·0*
		1927-28	34	155	..	6,763	6,952	34·0	27·0	..	18·0	18·0
Tarikere-Narasimharaja-pura Light.	2′ 0″	*1926-27*	..	*10*	..	*890*	*900*	..	*19·0*	..	*13·0*	*13·0*
		1927-28	..	9	..	918	927	..	16·0	..	17·0	17·0
Tezpore-Balipara	2′ 6″	*1926-27*	*3*	..	*43*	*2,527*	*2,573*	*15·0*	..	*11·3*	*10·0*	*10·0*
		1927-28	3	..	46	2,406	2,455	16·7	..	12·2	9·7	9·8
Trivellore Light	2′ 0″	*1926-27*	..	..	..	*222*	*222*	..	..	..	*2·38*	*2·38*
		1927-28	..	..	..	148	148	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3⅜″	*1926-27*	*97*	*219*	*95*	*16,507*	*16,918*	*64·7*	*56·2*	*47·5*	*33·4*	*33·8*
		1927-28	102	270	154	17,786	18,312	60·0	57·4	53·1	33·9	34·3
Total Class III Railways.	..	*1926-27*	*291*	*842*	*1,939*	*153,842*	*156,914*	‖*30·3*	‖*27·5*	‖*14·2*	‖*14·8*	‖*14·8*
		1927-28	285	923	2,258	152,583	156,049	‖25·2	‖21·5	‖15·1	‖14·9	‖15·0

Columns 20 to 24— In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

* Not available.

† Included with the G. I. P. Railway.

Class II and III Railways for the years 1926-27 and 1927-28—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands).	Average rate charged for carrying a ton of goods one mile (in pies).
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.	
1	*3*	*11*	*2,69*	*2,84*	*20·0*	*12·0*	*7·00*	*4·00*	*4·00*	*41*	*20*	*61*	*1,167*	*19·0*	*1,30*	*21·4*
1	3	11	2,02	2,17	20·0	12·0	7·50	4·00	4·15	41	21	62	1,200	19·4	1,36	21·8
..	*1*	*6*	*1,50*	*1,57*	*24·0*	*12·0*	*8·00*	*6·00*	*6·07*	*22*	*7*	*29*	*643*	*22·0*	*42*	*12·0*
..	1	7	1,55	1,63	24·0	12·0	8·00	6·00	6·09	13	9	22	464	21·0	31	12·0
..	*1*	..	*39*	*40*	..	*12·0*	..	*6·00*	*6·19*	*12*	..	*12*	*211*	*16·9*	*23*	*20·9*
..	2	..	43	45	..	12·0	..	6·00	6·14	16	..	16	240	15·0	25	20·0
1	..	..	*31*	*32*	*20·0*	..	*7·00*	*3·75*	*3·83*	*159*	*10*	*169*	*	*	*2,79*	*
1	..	..	32	33	20·0	..	7·00	3·75	3·75	162	11	173	*	*	2,82	*
..	*1*	..	*72*	*73*	..	*24·0*	..	*4·00*	*4·03*	*94*	*6*	*100*	*3,595*	*36·1*	*1,50*	*8·01*
..	..	..	69	69	..	24·0	..	4·00	4·02	89	2	91	3,363	36·9	1,44	8·21
1	..	*3*	*1,28*	*1,32*	*20·0*	..	*7·50*	*4·00*	*4·00*	*21*	*6*	*27*	*520*	*19·3*	*49*	*18·1*
1	..	3	1,21	1,25	20·0	..	7·50	4·00	4·06	13	12	25	359	14·5	38	20·3
3	*13*	..	*3,39*	*3,55*	*30·0*	*16·0*	..	*5·00*	*5·17*	*113*	*15*	*128*	*5,984*	*46·8*	*3,55*	*11·4*
3	14	..	3,57	3,74	31·0	13·0	..	5·00	5·00	170	..	170	7,115	42·0	3,87	11·0
1	..	*3*	*1,34*	*1,38*	*24·0*	..	*4·50*	*3·51*	*3·55*	*16*	*3*	*19*	*308*	*16·2*	*42*	*26·2*
1	..	3	1,37	1,41	21·3	..	4·36	3·54	3·57	14	5	19	278	14·1	38	26·6
..	..	..	*12*	*12*	*29·0*	..	*10·0*	*7·00*	*7·20*	*7*	..	*7*	*24*	*3·31*	*8*	*73·0*
..	..	..	1	1	28·0	..	10·0	7·00	7·00	11	..	11	36	3·31	12	64·0
..	*1*	*2*	*72*	*75*	*22·3*	*11·6*	*8·17*	*5·81*	*5·91*	*9*	*7*	*16*	*364*	*23·2*	*58*	*30·6*
..	1	1	62	64	21·7	10·7	3·80	5·59	5·52	6	7	13	295	22·8	50	32·6
..	..	..	*68*	*68*	..	..	..	*4·42*	*4·42*	*23*	..	*23*	*292*	*13·1*	*1,18*	*75·0*
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1	*1*	*3*	*1,83*	*1,88*	*20·0*	*10·0*	*7·00*	*4·56*	*4·65*	*32*	*10*	*42*	*697*	*17·0*	*45*	*12·0*
..	1	5	2,11	2,17	21·0	11·0	7·00	4·50	4·67	41	8	49	918	19·0	59	12·0
..	..	..	*35*	*35*	..	..	..	*6·00*	*6·00*	*12*	..	*12*	*110*	*9·05*	*33*	*57·7*
..	..	..	46	46	..	..	..	6·00	6·00	14	..	14	151	11·0	40	51·0
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
10	39	..	20	69	10·0	9·00	..	4·00	4·23	1	*Nil*	1	2	2	24	10·0
1	*7*	..	*1,27*	*1,35*	*18·0*	*9·00*	..	*3·50*	*3·63*	*116*	*27*	*143*	*3,561*	*25·0*	*2,06*	*11·0*
2	7	..	1,30	1,39	9·60	10·0	..	4·00	4·00	135	43	178	4,531	25·0	2,47	11·0
..	*1*	..	*16*	*17*	..	*12·0*	..	*3·00*	*4·00*	*7*	..	*7*	*149*	*22·9*	*32*	*41·8*
..	1	..	16	17	..	11·0	..	3·00	4·00	8	1	9	217	25·0	40	35·4
..	..	*2*	*59*	*61*	*30·0*	*	*7·42*	*4·50*	*4·58*	*20*	..	*29*	*980*	*49·0*	*1,12*	*21·9*
1	..	2	56	59	29·9	*	7·00	4·49	4·56	19	..	19	950	50·0	1,08	21·6
..	..	..	*6*	*6*	..	..	..	*5·19*	*5·19*	*2*	..	*2*	*	*2·37*	*1*	*
..	..	..	4	4	..	..	..	5·19	5·19	..	..	..	..	..	..	..
12	*14*	*2*	*2,58*	*2,86*	*23·8*	*12·8*	*4·04*	*3·00*	*3·25*	*22*	*22*	*44*	*1,525*	*34·7*	*1,75*	*22·0*
13	17	3	2,77	3,10	24·5	12·1	3·74	2·99	3·25	23	20	43	1,574	36·6	1,60	19·5
29	*52*	*62*	*33,55*	*35,28*	*19·1*	*11·8*	*6·14*	*4·22*	*4·30*	*911*	‖*177*	‖*1,088*	‖*29,051*	‖*30·6*	*23,34*	*14·4*
40	94	72	33,35	35,41	26·9	19·6	6·12	4·20	4·36	967	‖189	‖1,156	‖27,718	‖24·0	23,78	16·5

‖ Columns 36 and 37 and 39—In these totals consignments passing over two or more Railways are considered as two or more separate consignments.
* Not available.
† Included with the G. I. P. Railway.

37.—*Statistics of engine miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles. (in thousands) Cols. 7 & 10.
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous*.	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class II.										
Barsi Light	2′ 6″	*1926-27*	*166*	*159*	*19*	*344*	*50*	*4*	*54*	*398*
		1927-28	204	133	37	378	57	8	65	443
Bengal Dooars	3′ 3⅜″	*1926-27*	*1*	*282*	*42*	*333*	*35*	*15*	*50*	*383*
		1927-28	1	290	65	370	40	11	51	421
Bhavnagar State	3′ 3⅜″	*1926-27*	*364*	*189*	*95*	*658*	*120*	*14*	*134*	*792*
		1927-28	247	307	47	612	151	18	169	781
Bikaner State	3′ 3⅜″	*1926-27*	*8*	*738*	*313*	*1,063*	*81*	*48*	*129*	*1,192*
		1927-28	14	771	254	1,042	88	52	135	1,177
Darjeeling-Himalayan	2′ 0″	*1926-27*	*37*	*250*	*254*	*542*	*54*	*21*	*75*	*617*
		1927-28	37	279	252	568	53	22	75	643
Dibru-Sadiya	3′ 3⅜″	*1926-27*	..	*213*	*103*	*316*	*253*	..	*253*	*569*
		1927-28	..	238	105	343	237	..	237	580
Gaekwar's Baroda State	2′ 6″	*1926-27*	*147*	*408*	*11*	*589*	*163*	*7*	*170*	*759*
		1927-28	133	384	21	586	160	8	168	754
Gondal	3′ 3⅜″	*1926-27*	*250*	*154*	*87*	*493*	*123*	*21*	*144*	*642*
		1927-28	160	233	68	466	134	20	154	620
Howrah-Amta Light	2′ 0″	*1926-27*	*157*	*66*	*22*	*245*	*7*	*1*	*8*	*253*
		1927-28	116	111	19	246	7	2	9	255
Jamnagar and Dwarka	3′ 3⅜″	*1926-27*	*1*	*189*	*25*	*215*	*53*	*1*	*54*	*269*
		1927-28	3	208	64	276	96	..	96	372
Junagad State	3′ 3⅜″	*1926-27*	*68*	*157*	*36*	*277*	*67*	*22*	*89*	*366*
		1927-28	64	163	38	266	69	10	79	345
Morvi	3′ 3⅜″	*1926-27*	*132*	*134*	*16*	*293*	*32*	..	*32*	*325*
		1927-28	132	135	35	316	32	..	32	348
Mysore	3′ 3⅜″	*1926-27*	*236*	*265*	*131*	*646*	*69*	..	*69*	*715*
		1927-28	258	284	122	672	72	..	72	744
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1926-27*	..	*94*	*24*	*121*	*13*	..	*13*	*134*
		1927-28	..	135	6	149	12	..	12	161
Total Class II Railways	..	*1926-27*	*1,567*	*3,293*	*1,178*	*6,145*	*1,120*	*154*	*1,274*	*7,419*
		1927-28	1,369	3,671	1,133	6,290	1,203	151	1,354	7,644
Class III.										
Aden	3′ 3⅜″	*1926-27*	..	*25*	..	†*26*	*4*	..	*4*	*30*
		1927-28	..	28	..	‡29	6	..	6	35
Ahmadpur-Katwa	2′ 6″	*1926-27*	*34*	*43*	..	*77*	*10*	*20*	*30*	*107*
		1927-28	33	44	..	77	10	20	30	107
Arrah-Sasaram Light	2′ 6″	*1926-27*	..	*90*	*6*	*96*	*6*	*1*	*7*	*103*
		1927-28	..	89	2	91	8	1	9	100
Bangalore-Chik Ballapur Light§	2′ 6″	*1926-27*	..	*164*	*2*	*168*	*18*	..	*18*	*186*
		1927-28	1	167	5	173	20	..	20	193
Bankura Damoodar River	2′ 6″	*1926-27*	..	*110*	*2*	*112*	*29*	*18*	*47*	*159*
		1927-28	..	134	..	134	26	23	49	183
Baraset-Basirhat Light	2′ 6″	*1926-27*	*3*	*103*	*3*	*186*	*4*	*1*	*5*	*191*
		1927-28	27	136	4	167	2	1	3	170
Bengal Provincial	2′ 6″	*1926-27*	*1*	*98*	*2*	*101*	*7*	..	*7*	*108*
		1927-28	..	98	4	104	8	1	9	113
Bukhtiarpur Bihar Light	2′ 6″	*1926-27*	..	*13*	*63*	*80*	*13*	..	*13*	*93*
		1927-28	1	61	2	64	14	..	14	78

* Includes light, assisting required, assisting

† Excludes 18,575.

‡ Excludes 12,435.

§ Includes the Kolar

(*a*) 2½ Tons of Wood=1 Ton of Coal and ·55

** Information

and III Railways for the years 1926-27 and 1927-28.

Tons of fuel consumed.					Average cost per ton at pit's mouth or at station of supply (in rupees).				Average cost per ton including freight both rail and sea (in rupees).			
Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	*7,507*	*20*	..	*7,515*	..	*6·25*	*7·43*	..	..	*13·43*	*7·43*	..
..	8,127	29	..	8,139	..	6·25	7·00	..	..	13·43	7·00	..
..	*8,256*	..	..	*8,256*	..	*5·14*	..	..	..	*12·32*	..	..
..	8,656	..	..	8,656	..	4·89	..	..	..	12·07	..	..
..	*14,817*	*34*	..	*14,851*	..	*5·47*	*12·22*	..	..	*20·68*	*12·22*	..
..	14,981	38	9	15,013	..	5·80	12·00	1·52	..	21·18	12·00	1·52
..	*32,595*	*248*	..	*32,694*	..	*5·31*	*10·00*	..	..	*17·30*	*10·00*	..
..	33,346	365	..	33,492	..	4·09	10·00	..	..	16·19	10·00	..
..	*13,602*	..	..	*13,602*	..	*6·59*	..	..	..	*13·53*	..	..
..	13,838	..	..	13,838	..	6·05	..	..	..	13·00	..	..
..	*12,949*	..	..	*12,949*	..	*16·06*	..	..	..	*16·00*	..	..
..	14,066	..	..	14,066	..	13·00	..	..	..	13·00	..	..
..	*10,380*	*153*	..	*10,441*	..	*4·37*	*5·87*	..	..	*17·87*	*6·37*	..
..	9,376	150	..	9,436	..	4·44	6·50	..	..	17·78	6·50	..
727	*13,834*	*44*	..	*14,579*	*22·7*	*5·50*	**	..	*45·0*	*21·60*	*16·30*	..
..	12,632	52	..	12,653	..	16·9	..	..	..	22·50	16·20	..
..	*4,362*	..	..	*4,362*	..	*4·37*	..	..	..	9·29	..	..
..	4,329	..	..	4,329	..	4·03	..	..	..	9·83	..	..
..	*7,780*	*45*	..	*7,798*	..	*4·75*	*36·05*	..	..	*19·99*	*36·05*	..
..	7,384	56	..	7,406	..	3·83	40·79	..	..	20·65	40·79	..
..	*7,365*	*64*	..	*7,390*	..	..	*19·49*	..	..	*22·78*	*19·49*	..
..	8,374	67	..	8,401	..	21·50	11·07	..	..	22·12	11·07	..
..	*9,267*	*72*	..	*9,296*	..	*4·13*	*8·93*	..	..	*18·11*	*8·93*	..
..	8,223	86	..	8,257	..	4·51	5·62	..	..	19·60	5·62	..
..	*17,289*	*272*	..	*17,398*	..	*6·00*	*10·50*	..	..	*25·00*	*10·50*	..
..	17,082	342	..	17,219	..	5·81	9·18	..	..	25·00	9·18	..
..	*2,040*	*13*	..	*2,045*	..	*5·43*	*27·00*	..	..	*15·31*	*27·00*	..
..	2,451	14	..	2,457	..	5·00	15·25	..	..	15·00	15·25	..
727	*162,043*	*965*	..	*163,156*	..	..	..	..	..	..	..	..
..	162,865	1,199	9	163,362	..	..	..	..	..	..	..	..
562	..	..	..	*562*	*27·07*	..	..	..	*27·07*	..	..	..
674	..	..	6	685	28·87	..	..	524·88	28·87	..	..	524·88
..	*1,414*	..	..	*1,414*	..	*4·75*	..	..	..	*8·20*	..	..
..	1,557	..	..	1,557	..	4·75	..	..	..	8·19	..	..
..	*1,661*	..	..	*1,661*	..	*4·37*	..	..	..	*9·75*	..	..
..	1,734	..	..	1,734	..	4·03	..	..	..	9·44	..	..
..	*2,375*	*112*	..	*2,920*	..	*6·00*	*10·50*	..	..	*23·00*	*10·50*	..
..	3,065	118	..	3,112	..	5·81	9·18	..	..	23·00	9·18	..
..	*3,251*	..	..	*3,251*	..	*4·75*	..	..	..	*6·68*	..	..
..	3,663	..	..	3,663	..	4·75	..	..	..	6·69	..	..
..	*3,237*	..	..	*3,237*	..	*4·37*	..	..	..	*9·37*	..	..
..	2,882	..	..	2,882	..	4·03	..	..	..	11·00	..	..
..	*1,724*	..	..	*1,724*	..	*2·75*	..	..	..	*6·69*	..	..
..	1,727	..	..	1,727	..	2·50	..	..	..	6·31	..	..
..	*1,231*	..	..	*1,231*	..	*4·37*	..	..	..	*9·62*	..	..
..	1,082	..	..	1,082	..	4·03	..	..	..	9·31	..	..

not required, siding and departmental.
Motor Coach miles.
Motor Coach miles.
District Light Railway.
ton of Oil fuel=1 Ton of Coal.
not available.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous.*	Total.	
1	2	3	4	5	6	7	8	9	10	11
Class III—*concld.*										
Burdwan-Katwa	2′ 6″	*1926-27*	*47*	*57*	..	*104*	*10*	*21*	*31*	*135*
		1927-28	48	60	..	108	11	22	33	141
Cutch State	2′ 6″	*1926-27*	*1*	*27*	..	*28*	*6*	..	*6*	*34*
		1927-28	1	27	..	28	7	..	7	35
Dehri-Rohtas Light	2′ 6″	*1926-27*	..	*51*	..	*51*	*20*	*1*	*21*	*72*
		1927-28	..	52	..	52	20	1	21	73
Dholpur-Bari	2′ 6″	*1926-27*	*5*	*66*	..	*71*	*10*	*3*	*13*	*84*
		1927-28	4	66	..	70	11	3	14	84
Futwah-Islampur	2′ 6″	*1926-27*	..	*39*	..	*40*	*4*	..	*4*	*44*
		1927-28	..	40	..	40	2	..	2	42
Gwalior Light	2′ 0″	*1926-27*	*45*	*179*	*77*	*330*	*41*	*2*	*43*	*373*
		1927-28	87	206	80	412	50	2	52	464
Howrah-Sheakhala Light	2′ 0″	*1926-27*	*20*	*39*	*1*	*60*	*2*	..	*2*	*62*
		1927-28	19	41	..	60	2	..	2	62
Jagadhri Light	2′ 0″	*1926-27*	..	*16*	..	*16*	*1*	..	*1*	*17*
		1927-28	..	25	..	25	1	..	1	26
Jessore-Jhenidah	2′ 6″	*1926-27*	..	*81*	..	*82*	*26*	*37*	*63*	*145*
		1927-28	..	81	..	82	27	39	66	148
Jorhat (Provincial)	2′ 0″	*1926-27*	*8*	*45*	*1*	*55*	..	...	..	*55*
		1927-28	7	39	1	47	..	...	..	47
Kalighat-Falta	2′ 6″	*1926-27*	*42*	*85*	..	*127*	*105*	*28*	*133*	*260*
		1927-28	36	78	6	120	103	30	133	253
Kolar District†	2′ 6″	*1926-27*	..	..	..	..	..	...	..	..
		1927-28	..	..	..	..	..	..	..	..
Kulasekarapatnam Light	2′ 0″	*1926-27*	..	*27*	..	*27*	..	..	..	*27*
		1927-28	..	38	1	39	..	..	..	39
Matheran Steam Tramway	2′ 0″	*1926-27*‡	..	..	..	..	..	..	..	..
		1927-28	11	..	6	17	..	..	..	17
Porbandar State	3′ 3⅜″	*1926-27*	*51*	..	*24*	*76*	*32*	*1*	*33*	*109*
		1927-28	30	32	21	83	29	1	30	113
Tarikere-Narasimharajapura Light.	2′ 0″	*1926-27*	...	*20*	*8*	*34*	*1*	..	*1*	*35*
		1927-28	..	20	14	35	4	1	5	40
Tezpore-Balipara Light	2′ 6″	*1926-27*	..	*37*	..	*37*	..	...	..	*37*
		1927-28	..	35	..	36	..	...	..	36
Trivellore Light	2′ 0″	*1926-27*	*7*	..	*1*	*8*	..	...	..	*8*
		1927-28	7	..	..	7	..	...	..	7
Udaipur-Chittorgarh	3′ 3⅜″	*1926-27*	*1*	*101*	*3*	*105*	*8*	...	*8*	*113*
		1927-28	2	101	3	107	8	1	9	116
Total Class III Railways	..	*1926-27*	*283*	*1,566*	*134*	*2,097*	*357*	*133*	*490*	*2,587*
		1927-28	314	1,698	149	2,207	369	146	515	2,722

* Includes light, assisting required assisting

† Included in the Bengalore Chik-

(a) 2½ Tons of Wood=1 Ton of Coal and ·55

‡ Included in the Great

and III Railways for the years 1926-27 and 1927-28—concld.

Tons of fuel consumed.					Average cost per ton at pit's mouth or at station of supply (in rupees).				Average cost per ton including freight both rail and sea (in rupees).			
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	*2,092*	..	..	*2,092*	..	*4·75*	..	..	..	*8·20*	..	..
..	2,471	..	..	2,471	..	4·75	..	..	..	8·19	..	..
369	..	*2*	..	*370*	..	..	..	..	*31·00*	..	*7·60*	..
434	..	5	..	436	..	..	..	..	31·00	..	7·60	..
..	*2,570*	..	..	*2,570*	..	*5·50*	..	..	..	*10·50*	..	..
..	2,357	..	..	2,357	..	4·50	..	..	..	9·38	..	..
..	*1,231*	*4*	..	*1,233*	..	*7·00*	*10·00*	..	..	*16·01*	*11·45*	..
..	1,268	4	..	1,270	..	6·25	10·00	..	..	16·70	10·50	..
..	*626*	..	..	*626*	..	*4·37*	..	..	..	*9·50*	..	..
..	609	..	..	609	..	4·03	..	..	..	9·11	..	..
..	*6,667*	*4*	..	*6,668*	..	*5·37*	*6·00*	..	..	*15·80*	*6·00*	..
..	8,110	1	..	8,110	..	5·38	6·00	..	..	15·00	6·00	..
..	*1,091*	..	..	*1,091*	..	*4·37*	..	..	..	*9·30*	..	..
..	1,082	..	..	1,082	..	4·03	..	..	..	9·88	..	..
..	*180*	*9*	..	183	..	*20·00*	*14·00*	..	..	*20·00*	*14·00*	..
..	155	3	..	156	..	4·25	27·00	..	..	15·48	27·00	..
..	*1,860*	..	..	*1,860*	..	*5·37*	..	..	..	*10·37*	..	..
..	1,821	..	..	1,821	..	5·37	..	..	..	10·37	..	..
..	*1,317*	..	..	*1,317*	..	*3·75*	..	..	..	*14·00*	..	..
..	1,723	..	..	1,723	..	{*13·00* 12·50	..	..	..	{13·65 & 15·66}	..	..
..	*3,787*	..	..	*3,787*	..	*4·75*	..	..	..	*10·32*	..	..
..	3,540	..	..	3,540	..	4·75	..	..	..	10·33	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
..	583	..	..	583	..	7·00	..	..	..	21·00	..	..
..	*2,833*	*3*	..	*2,836*	..	*7·00*	*6·00*	..	..	*24·00*	*6·00*	..
..	2,548	*6*	..	2,551	..	6·50	6·00	..	..	24·00	6·00	..
..	*434*	*27*	..	*445*	..	*6·00*	*10·50*	..		*26·00*	*10·50*	..
..	521	30	..	533	..	5·81	9·18	..	..	26·00	9·18	..
..	*709*	..	..	*709*	..	..	..	..	..	*27·00*	..	..
..	738	..	..	738	..	..	..	..	..	{27·0 & 23·6}	..	..
..	*23*	*107*	.. 2	*66*	..	..	..	—	—	*21·00*	*12·50*	..
..	4	103	2	84	..	..	..	..	—	25·0	13·00	1·85
..	*1,636*	*30*	..	*1,648*	..	*6·75*	*7·00*	—	..	*18·75*	*7·00*	..
..	1,878	..	..	1,878	..	4·75	..	—	..	17·50	..	..
931	*42,449*	*303*	..	*43,501*	—	..	—	—	—	..	..	..
1,108	45,118	270	8	46,348	..	..	—	—	—	..	..	..

not required, siding and departmental.
Balapur Light railway.
Ton of Oil fuel = 1 Ton of Coal.
Indian Peninsula Railway.

APPENDICES.

APPEN

Value of Stores Purchased by the Principal Railways

Note—Columns headed *A* indicate Value of stores
B indicate Value of imported
C indicate Value of stores of

Stores purchased.	Assam Bengal.			Bengal and North-Western.			Bengal Nagpur.*		
	A	B	C	A	B	C	A	B	C
1. Bridge work	..	..	9	..	..	..	2,03	48	5,27
2. Engineers' plant, excluding petty tools.	50	81	6	87	1	..	17,40	4,06	72
3. Workshop machinery and heavy tools.	87	14	1	..	3	..	1,26	2,46	13
4. Permanent-way :—									
(*a*) Rails	8,25	..	2,76	..	..	2,49	..	40	21,17
(*b*) Steel sleepers ..	..	..	..	..	..	..	..	8,18	6.14
(*c*) Cast iron sleepers	..	..	..	..	..	..	..	..	3.78
(*d*) Wooden sleepers	..	1,48	10,66	..	..	8,39	..	..	12,88
(*e*) Chairs and fastenings.	96	2	67	48	5	65	..	3,84	2,90
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	2 ,34	33	24	2,93	14	1	11,28	6,97	69
(*b*) Coaching stock ..	5,01	..	..	59	..	..	..	2	..
(*c*) Goods stock ..	1,08	..	..	40	..	..	36	3	1
(*d*) Spare parts—coaching and goods stock.	1,71	31	42	1,45	26	..	8,95	8,81	1,41
(*e*) Motor cars ..	..	..	..	..	..	..	..	7	..
6. Building and station materials and fencing.	94	1,49	84	17	49	3	..	2,36	3,70
7. Tools and Stores :—									
(*a*) Tools and cutlery	6	36	6	7	53	3	38	2,02	22
(*b*) Steel (excluding permanent-way materials).	17	54	25	13	39	..	1,20	1,54	14
(*c*) Iron (excluding permanent-way materials).	..	26	29	10	1,76	..	33	48	13
(*d*) Other metals ..	1	1,32	4	13	90	..	36	93	1
(*e*) Timber ..	..	1	2,61	..	..	94	..	..	9,42
(*f*) Oils	..	56	99	..	2,30	33	1	7,35	1,47
(*g*) Portland cement	..	19	52	..	..	13	..	20	2,77
(*h*) All other stores	28	2,62	1,36	43	2,99	2,60	2,09	21,45	8,46
8. Electrical plant and materials.	1,11	2,08	..	24	1,15	1	4	5,78	12
9. Other materials purchased in India.									
(*a*) Coal and Coke ..	..	..	11,48	..	..	10,64	..	..	30,85
(*b*) Stone ..	..	..	9	..	..	15	..	..	31
(*c*) Bricks ..	..	..	32	..	..	..	..	..	1,11
(*d*) Indian lime ..	..	..	..	..	..	..	..	..	5
(*e*) Ballast ..	..	..	1	..	..	37	..	..	3,96
(*f*) Others ..	..	..	2	..	..	44	..	2	55
Total ..	42,29	12,52	33,79	8,04	11,00	27,71	45,69	77,45	1,18,37

* Includes figures of Vizagapatam Harbour construction.

DIX A.

during the year 1927-28. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †		
A	B	C	A	B	C	A	B	C	A	B	C
1,55	..	13	5,35	1	4,04	..	95	3,41	5,40	6,12	1,14
7	15	4	21	1,45	1	81	82	32	50	4,15	6
10,56	95	3	77	10	..	1,71	3,29	24	2,52	14,85	..
..	..	23,92	16,91	..	4	11,51	...	10,49	..	..	51,57
42,50	..	4,44	..	..	..	..	..	..	5,48	..	..
..	..	..	..	..	..	...	...	2,87	..	..	..
..	..	14,86	..	..	7,51	...	..	26,76	..	..	70,95
8,61	63	3,76	3,64	1,27	26	57	82	66	1,42	11	3,95
..	..	..	...	...	...	..	..	..	..	..	1
3,86	92	14,87	15,58	8	..	12,93	2,52	39	32,19	1,91	..
51,20	..	..	4,94	7	..	1,90	1,21	3,53	..	..	...
..	..	..	2,29	1	..	2,70	2	2,01	..	..	6,59
9,24	1,70	5,87	13,80	..	..	3,47	3,26	33	60,68	5,93	7,31
3	5	..	15	..	..	...	2	..	..	61	2
1,88	2,69	1,80	95	87	2,01	3	7,43	9,33	43	12,73	1,65
34	1,91	48	63	47	2	...	1,51	44	..	2,08	5
6,12	2,49	1	5,50	1,29	3	..	1,01	41	1,62	5,86	1
4,42	1,60	94	61	93	41	2	1,82	2,82	13	5	27,51
1,95	3,75	1,00	87	9	1,03	..	1,47	1,17	15	6,66	...
..	..	20,96	..	..	13,81	...	...	9,02	..	..	24,31
..	4,04	7,09	...	59	3,16	...	4,82	63	..	4,82	13,29
1	4	2,75	87	1,09	..	..	..	2,20	..	..	4,32
15,17	12,90	9,67	3,17	2,90	4,44	60	8,68	14,28	8,31	44,66	27,86
30,99	11,10	4	90	1,93	3	31	12,72	35	83	13,80	..
...	..	29,83	..	..	36,52	...	..	17,93	..	..	24,71
..	..	62	..	..	2	..	..	73	..	..	2
..	..	1,15	..	..	1,69	..	..	7,24	..	..	1,14
..	..	31	..	..	..	..	..	77	..	..	46
..	..	3,97	..	..	6,75	..	..	56	..	..	4,71
..	..	4,63	..	..	5,55	..	..	3,62	..	..	..
1,94,50	44,92	1,58,17	77,14	13,15	87,33	36,56	52,37	1,22,51	1,19,66	1,24,34	2,71,64

† Includes figures for Central Indian Coalfields railway.

APPEN

Value of Stores purchased by the Principal Railways during the

NOTE— Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	..	..	...	9,92	..	1	4,09	6,63	1,97
2. Engineers' plant, excluding petty tools.	70	93	4	52	4	5	1,69	4,31	85
3. Workshop machinery and heavy tools.	8,69	10,05	1	10,29	6	..	62	7,23	12
4. Permanent-way :—									
(*a*) Rails ..	7,94	..	19,94	12,27	...	..	..	..	44,32
(*b*) Steel sleepers ..	65,02	..	2	18,96	..	..	...	..	..
(*c*) Cast iron sleepers	..	..	3,06	..	..	55	..	3,63	66,25
(*d*) Wooden sleepers	..	7,15	12,86	..	..	17,52	...	..	73,37
(*e*) Chairs and fastenings.	18,35	7,35	7,69	13,63	13	25	1,01,51	43	1,10
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts.	29,77	1,37	25	21,09	63	11	10,59	5,08	1,08
(*b*) Coaching stock ..	10,08	..	..	3,70	64	21	1,27,34	16,25	..
(*c*) Goods stock ..	1,60	..	..	12,02	13,19	2	..	12,05	..
(*d*) Spare parts—coaching and goods stock.	19,14	4,35	1,20	17,81	41	18	..	7,46	1,81
(*e*) Motor cars ..	1	19	..	..	..	..	1,52	56	..
6. Building and station materials and fencing.	1,72	11,25	5,86	2,77	28	2,07	1,96	8.34	4,40
7. Tools and stores :—									
(*a*) Tools and cutlery	1,31	1,38	53	1,16	75	16	5	6,41	76
(*b*) Steel (excluding permanent-way materials).	5,46	3,75	2	3,50	2,14	2	94	7,57	5,85
(*c*) Iron (excluding permanent-way materials).	17	15	43	1,30	1,01	73	..	2,43	9,80
(*d*) Other metals ..	2,50	8,15	83	1,75	3,05	6	...	11,80	4,21
(*e*) Timber ..	..	..	20,92	..	..	8,54	..	...	25,35
(*f*) Oils	..	11,40	1,71	..	6,67	1,31	..	2,88	24,50
(*g*) Portland cement	..	..	4,20	1,34	7	2	..	83	7,14
(*h*) All other stores	5,04	16,80	16,14	4,88	5,30	4,80	2,28	24,68	17,46
8. Electrical plant and materials.	92,20	19,56	40	10,53	56	73	16	20,39	22
9. Other materials purchased in India.									
(*a*) Coal and Coke ..	..	..	45,17	..	..	36,63	..	..	84,14
(*b*) Stone ..	..	..	57	..	..	..	..	..	3,61
(*c*) Bricks ..	..	..	87	..	..	36	..	..	5,05
(*d*) Indian lime ..	..	..	30	..	..	3	..	..	78
(*e*) Ballast ..	..	..	12,70	..	..	2,85	..	..	7,66
(*f*) Others ..	..	24,33	1,19	..	..	..	..	..	15,08
Total ..	2,69,70	1,28,16	1,56,91	1,47,44	34,93	77,21	2,52,75	1,48,96	4,06,88

DIX A—*concld.*

year 1927-28. (In thousands of rupees.)—concld.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.		
A	B	C	A	B	C	A	B	C
..	..	..	5,03	1,16	6	33,37	15,35	16,12
1	1	..	2,90	44	2	26,18	17,18	2,17
..	1	..	5,70	17	1	42,99	39,34	55
..	..	..	61,39	67	3	1,18,27	1,07	1,76,72
..	..	..	25,68	..	18	1,57,64	8,18	10,78
..	..	..	2,95	..	..	2,95	3,63	76,51
..	..	2,49	..	4	9,90	..	8,67	2,73,15
..	2	..	13,73	61	2,24	1,62,90	15,28	24,13
..	..	..	..	..	..	..	..	1
51	15	..	17,95	26	2	1,86,02	20,36	17,66
19	2	..	7,98	..	..	2,12,93	18,21	3,74
6	..	..	10,67	..	..	31,18	25,30	8,63
23	5	..	7,80	49	13	1,44,28	33,03	18,66
..	..	..	..	2	..	1,71	1,52	2
1	7	..	18,73	7,58	1,22	29,59	55,58	32,91
3	13	5	82	69	16	4,85	18,24	2,96
6	8	..	37	1,79	1	25,07	28,45	3,75
7	45	..	2,57	1,34	1	9,72	12,28	43,07
..	25	..	1,96	57	1	9,68	38,94	8,36
..	..	30	..	1	2,46	..	2	1,38,64
..	2	53	..	3,57	2,85	1	49,02	57,86
..	..	3	..	34	1,67	2,22	2,76	25,75
18	65	45	5,62	4,86	3,24	48,10	1,48,49	1,10,76
..	18	..	8,00	1,24	23	1,45,31	90,49	2,13
..	..	1,85	..	..	13,73	..	..	3,43,48
..	..	..	..	..	42	..	..	6,54
..	..	..	..	..	6,35	..	..	25,28
..	..	..	..	..	30	..	..	3,00
..	..	..	..	..	3,96	..	..	48,00
..	..	20	..	9	7	..	24,44	31,35
1,35	2,09	5,90	1,99,85	25,94	49,28	13,94,97	6,75,83	15,15,70

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Output.			
						Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9	10
					Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	*1925-26*	*30,29,180*	*619,794*	..	*101,582*	*721,376*
				1926-27	*31,51,006*	*543,136*	*4,278*	*104,654*	*652,068*
				1927-28	30,74,378 (a)	875,063	..	114,664	989,727
Swang ..	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1925-26*	*8,53,754*	*52,862*	..	*5,800*	*58,662*
				1926-27	*10,35,608*	*44,993*	*4,160*	*7,274*	*56,427*
				1927-28	9,13,386 (b)	92,798	5,855	14,247	112,900
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1925-26*	*56,04,489*	*558,356*	*96,941*	*108,325*	*763,622*
				1926-27	*56,45,474*	*560,611*	*112,516*	*82,192*	*755,319*
				1927-28	57,45,724	568,852	130,950	77,448	777,250
Mohpani —	Great Indian Peninsula Railway.	Central Provinces.		*1925-26*	*8,13,981*	*71,975*	*4,539*	..	*76,514*
				1926-27	*5,68,512*	*47,616*	*2,202*	*19*†	*49,837*
				1927-28	..	..	..	..	..
Bhurkunda ..	Great Indian Peninsula Railway.	Bihar and Orissa.	June 1927	*1925-26*	*28,81,585*	*5,295*	..	..	*5,295*
				1926-27	*36,51,327*	*8,048*	..	..	*8,048*
				1927-28	41,24,060	39,543	..	..	39,543
Kargali —	Great Indian Peninsula Railway.	Bihar and Orissa.	18th June 1917.	*1925-26*	*44,96,483*	*563,222*	*36,257*	*5,960*	*605,439*
				1926-27	*48,26,068*	*618,357*	*45,471*	*14,686*	*678,514*
				1927-28	47,97,083 (c)	817,356	52,369	15,961	885,686
Khost —	North Western Railway.	Baluchistan ..		*1925-26*	*2,73,662*	*1,100*	—	*6,447*	*7,547*
				1926-27	..	..	..	..	..
				1927-28	..	..	..	..	..
Khost Pressed Fuel Factory.	North Western Railway.	Baluchistan ..		*1925-26*	*48,092*	..	..	..	*5,934*
				1926-27	..	..	..	..	..
				1927-28	..	..	..	..	..
Argada ..	B. N. Railway	Bihar and Orissa.	1st April 1926.	*1925-26*	*28,28,315*	*	*	*	*
				1926-27	*28,84,639*	*144,021*	..	*7,712*	*151,733*
				1927-28	32,35,912	224,332	1,215	31,754	257,301
Talcher Coalfields.	B. N. Railway	Bihar and Orissa.		*1925-26*	..	..	..	..	..
				1926-27	..	..	..	..	..
				1927-28	8,29,302	..	..	..	..
	M. & S. M. Railway.	Bihar and Orissa.		*1925-26*	*1,05 069*	..	..	..	..
				1926-27	*1,09,348*	..	..	..	..
				1927-28	13,45,428	..	..	..	..
Jarangdih ..	B., B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	April 1927.	*1925-26*	*51,46.078*	..	..	..	..
				1926-27	*58,37,530*	..	..	..	..
				1927-28	62,30,245	98,846	..	292	99,138
Raligara § ..	B., B. & C. I. and M. S. & M. Railways.	Bihar and Orissa.		*1925-26*	*16,92,722*	..	..	..	..
				1926-27	*17,72,709*	..	..	..	..
				1927-28	18,22,738	..	..	..	..
Kedla Joint § —	E. I. and B. N. Railways.	Bihar and Orissa.		*1925-26*	*73,786*	..	..	..	..
				1926-27	*1,15,032*	..	..	..	..
				1927-28	1,65,862	..	..	..	..

* Not available. Colliery entered into
† Splint.

DIX B

for the years 1925-26 to 1927-28.

Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
11	12	13	14	15	16	17	18
Tons.	Rs.	Rs.		Tons.			
721,236	*17,25,112*	*2·39*	*1,728*	*418*	*3*	*14*	(*a*) The decrease is due to the contribution to sinking fund during this year being more than the debits to Block account.
651,938	*17,69,382*	*2·71*	*2,035*	*320*	*2*	*5*	
989,727	22,38,462	2·26	1,750	566	1	6	(*b*) The decrease is due to adjustments of excess debits carried out during the year.
58,263	‡	‡	*312*	*188*	..	*1*	
56,126	‡	‡	*290*	*195*	..	*3*	
112,560	‡	‡	230	491	..	1	‡ Development still in progress. No working account yet opened.
760,359	*32,99,614*	*4·32*	*4,875*	*157*	*8*	*36*	
752,100	*30,28,288*	*4·01*	*5,395*	*140*	*6*	*27*	
775,510	29,82,070	3·84	5,088	153	11	36	
75,761	*7,14,221*	*9·33*	*1,528*	*50*	..	*3*	Decrease in Capital outlay is due to Credit on account of Sinking Fund and transfer and sale of plant and machinery owing to the closing down of colliery from 31st December 1926.
51,717	*5,57,300*	*11·2*	*1,016*	*49*	..	*2*	
..	..	..	..	..	..	..	
..	..	..	*50*	*105*	..	..	
3,840	..	..	*55*	*146*	..	..	
43,751	..	..	131	302	..	1	The Colliery is still under development.
603,819	*17,14,678*	*2·83*	*4,041*	*150*	*1*	*2*	
678,514	*18,80,794*	*2·77*	*5,311*	*128*	*3*	*8*	
885,686	27,87,479	3·15	5,244	169	2	6	(*c*) Decrease of Rs. 28,985 is due to adjustment in Sinking Fund account.
7,882	*90,240*	*12·0*	*159*	*47*	*1*	*1*	
..	..	..	..	..	..	..	Closed down on 1st October 1925.
..	..	..	..	..	..		
5,934	*1,26,370*	*21·3*	*15*	*396*	..	..	
..	..	..	..	..	..	..	Closed down on 1st October 1925.
..	..	..	..	..	..	..	
*	*	*	*	*	*	*	
151,532	*5,17,332*	*3 41*	*518*	*293*	..	*2*	
257,943	8,46,149	3·29	879	293	1	1	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	*650*	..	*1*	*3*	
..	..	..	*800*	..	*1*	*6*	§ Development still in progress. Do not issue any coal as yet.
99,138	..	..	955	104	2	5	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	

the production (Revenue) stage from 1st April 1926.

APPENDIX C.

Statement of the Number of Servants of all races employed on each Railway system (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1926-27 and 1927-28.

Railway.	Number of servants employed.														Remarks.
	Europeans.		Statutory Indians.										Grand total.		
			Hindus.		Muslims.		Anglo-Indians.		Other classes.		Total.				
	1926-27.	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CLASS I.															
Assam-Bengal ..	*74*	72	(a) *8,436*	9,645	*4,151*	4,519	(a) *294*	311	(a) *114*	108	*12,995*	14,583	(a) *13,069*	14,655	(a) Revised figures.
Bengal and North-Western	*110*	110	*23,391*	23,388	*2,936*	2,836	*202*	207	*157*	156	*26,736*	26,587	*26,846*	26,697	
Bengal-Nagpur ..	*699*	712	*51,881*	56,069	*6,852*	6,899	*1,479*	1,483	*1,101*	704	*61,313*	65,155	*62,012*	65,867	
Bombay, Baroda and Central India.	*335*	333	*57,567*	57,267	*12,638*	12,587	*1,162*	1,180	*2,921*	2,933	*74,288*	74,067	*74,623*	74,400	
Burma	*122*	119	*15,809*	16,758	*2,668*	2,805	*656*	686	*5,832*	6,121	*24,965*	26,370	*25,087*	26,489	
Eastern Bengal ..	*330*	301	*39,038*	38,797	*15,668*	16,091	*625*	633	*238*	288	*55,619*	55,809	*55,949*	56,110	
East Indian ..	*1,148*	1,176	*107,998*	107,036	*29,196*	30,905	*2,549*	2,579	*744*	1,002	*140,487*	141,522	*141,635*	142,698	
Great Indian Peninsula	(a)*726*	685	(a) *92,317*	102,091	(a) *12,892*	13,119	(a) *1,965*	2,058	(a) *5,542*	5,195	(a) *112,716*	122,463	(a) *113,442*	123,148	
Jodhpur	*31*	30	(a) *6,043*	5,786	(a) *2,096*	2,072	*16*	22	*84*	81	(a) *8,239*	7,961	(a) *8,270*	7,991	
Madras and Southern Mahratta.	*250*	230	*43,112*	41,965	*5,787*	5,782	*2,260*	2,280	*2,343*	2,303	*53,502*	52,330	*53,752*	52,560	
Nizam's Guaranteed State.	*75*	77	*10,047*	10,584	*2,724*	2,237	*335*	328	*623*	639	*13,729*	13,788	*13,804*	13,865	
North-Western ..	(a)*837*	906	(a) *44,434*	43,618	(a) *63,813*	70,510	(a) *1,287*	1,110	(a) *1,321*	4,336	(a) *110,855*	119,574	(a) *111,692*	120,480	
Rohilkund and Kumaon	*23*	21	*3,923*	4,089	*2,072*	2,036	*28*	31	*4*	5	*6,027*	6,161	*6,050*	6,182	
South Indian ..	(a)*169*	176	(a) *27,522*	28,723	(a) *2,068*	2,150	(a) *1,335*	1,296	(a) *2,839*	3,058	(a) *33,764*	35,227	(a) *33,933*	35,403	
Total ..	*4,929*	4,957	*531,568*	545,816	*165,611*	174,648	*14,193*	14,204	*23,863*	26,929	*735,236*	761,597	(a) *740,164*	766,554	
CLASS II.															
Barsi Light ..	*7*	8	*832*	1,183	*159*	189	*3*	5	*45*	56	*1,039*	1,433	*1,046*	1,441	
Bengal-Dooars ..	*4*	5	*1,426*	1,448	*223*	228	*4*	5	*56*	58	*1,709*	1,739	*1,713*	1,744	
Bhavnagar State ..	*4*	4	*2,515*	2,582	*234*	227	*1*	1	*54*	52	*2,804*	2,862	*2,808*	2,866	
Bikaner State ..	*9*	11	*2,880*	3,196	*735*	729	*4*	6	*8*	10	*3,627*	3,881	*3,636*	3,892	
Darjeeling-Himalayan	*13*	12	*1,904*	1,958	*82*	89	*18*	18	*25*	26	*2,029*	2,091	*2,042*	2,103	
Dibru-Sadiya ..	*12*	11	*2,412*	2,320	*274*	202	*5*	5	*13*	15	*2,704*	2,542	*2,716*	2,553	
Gaekwar's Baroda State.	2	2	*2,892*	2,719	*283*	267	*9*	13	*77*	69	*3,261*	3,068	*3,263*	3,070	
Gondal ..	..	..	*1,283*	1,234	*73*	80	..	..	*7*	12	*1,363*	1,326	*1,363*	1,326	
Howrah-Amta Light	*3*	3	*819*	780	*144*	238	*11*	11	..	..	*974*	1,029	*977*	1,032	
Jamnagar and Dwarka.	*1*	1	*879*	966	*172*	193	..	..	*7*	9	*1,058*	1,168	*1,059*	1,169	
Junagad State ..	*1*	2	*923*	918	*205*	211	*6*	6	*8*	8	*1,142*	1,143	*1,143*	1,145	
Morvi	..	..	*663*	639	*32*	53	..	..	*1*	1	*696*	693	*696*	693	
Mysore	*4*	4	*904*	915	*131*	132	*27*	27	*80*	78	*1,142*	1,152	*1,146*	1,156	
Shahdara (Delhi) Saharanpur.	*4*	4	*327*	349	*279*	264	*1*	..	..	4	(a) *607*	617	(a) *611*	621	
Total ..	*64*	67	*20,769*	21,147	*3,026*	3,102	*89*	97	*331*	398	*24,205*	24,744	(a) *24,269*	24,811	
Class III, Total ..	*25*	23	(a) *5,157*	5,246	(a) *1,031*	1,170	(a) *25*	20	*50*	58	(a) *6,263*	6,494	(a) *6,288*	6,517	
Railway Board and other Railway Offices.	*58*	63	*1,330*	1,692	*350*	342	*45*	53	*59*	70	*1,784*	2,157	*1,842*	2,220	
Gand Total ..	*5,076*	5,110	*558,764*	573,901	*170,018*	179,262	*14,352*	14,374	*24,353*	27,455	*767,487*	794,992	*772,563*	800,102	

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1927-28 and the preceding four years.

Class of accidents.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.
I.—*Accidents to trains*—					
Collisions—					
Passenger trains	82	79	65	75	67
Other trains and light engines	346	403	375	446	343
Derailments—					
Passenger trains	346	404	347	381	383
Other trains	3,543	4,011	4,397	4,946	4,343
II.—*Accidents due to failure of engines and rolling-stock*—					
Failures of engines due to faulty design, material or workmanship in the Mechanical Department.					
(1) boilers and tubes	364	276	275	169	169
(2) machinery springs, etc.	1,750	1,879	2,178	620	544
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.					
(1) boilers and tubes				435	399
(2) other causes				1,591	1,668
Failure of tyres and wheels	30	34	20	49	30
ditto axles	156	170	145	46	60
ditto brake apparatus	42	32	33	19	20
ditto couplings and draft gear	2,664	3,080	2,722	2,930	3,368
III.—*Accidents due to failure of permanent-way, etc.*—					
Broken rails	356	298	361	330	353
Failure of tunnels, bridges, viaducts, culverts, etc.	4	6	12	20	15
Flooding of portions of permanent-way.	112	141	92	132	164
Slips in cuttings or embankments	69	75	40	44	38
IV.—*Accidents due to fire*—					
Fire in trains	333	296	206	215	177
Fire at stations or involving injury to bridges or viaducts.	54	72	84	68	68
V.—*Other accidents*—					
Trains running over cattle on the line.	8,749	8,350	9,612	10,053	9,684
Trains running over obstructions on the line.	259	287	294	320	258
Trains running over obstructions or vehicles at level crossings.	561	593	836	574	136
Miscellaneous					560
TOTAL	19,820	20,486	22,094	23,463	22,847

	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
*NUMBER OF PERSONS KILLED OR INJURED—										
A.—*In accidents to trains, rolling-stock and permanent-way*—										
Passengers	63	214	117	206	22	161	16	126	45	104
Railway servants	21	374	36	168	20	141	25	126	23	166
Other persons	65	39	19	34	35	78	19	35	39	84
TOTAL	149	627	172	408	77	380	60	287	107	354
B.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—										
Passengers	300	1,038	295	1,085	352	1,131	324	1,117	339	1,046
Railway servants	355	585	386	721	333	1,285	319	1,253	323	1,323
Other persons	1,945	678	2,016	764	2,081	817	2,107	793	2,203	732
TOTAL	2,600	2,301	2,697	2,570	2,766	3,233	2,750	3,163	2,865	3,101
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—										
Passengers	9	20	6	21	3	31	7	21	3	29
Railway servants	41	461	44	600	49	1,897	46	2,204	54	2,713
Other persons	19	38	26	59	23	68	30	61	41	68
TOTAL	69	519	76	680	75	1,996	83	2,286	98	2,810
TOTAL PASSENGERS	372	1,272	418	1,312	377	1,323	347	1,264	387	1,179
TOTAL RAILWAY SERVANTS	417	1,420	466	1,489	402	3,323	390	3,583	400	4,202
TOTAL OTHER PERSONS	2,029	755	2,061	857	2,139	963	2,156	889	2,283	884
GRAND TOTAL	2,818	3,447	2,945	3,658	2,918	5,609	2,893	5,736	3,070	6,265

*Number of persons killed or injured in Railway Workshops not included in the above summary.		Railway Servants.	Other Persons.	Total.
	Killed ..	24	1	25
	Injured ..	6,114	2	6,116

Number of persons killed or injured during the year 1927-28 by the movement of trains and railway vehicles between passengers, railway servants and other persons, and classifying, as far as practicable,

Serial No.	Class of accident.	—	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	PASSENGERS.									
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.									
1	From falling between trains and platforms ..	Killed ..	..	..	1	1	1	3	7	5
		Injured ..	1	2	1	11	1	3	11	8
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed ..	..	1	..	..	5	..	17	3
		Injured ..	2	2	..	26	14	2	24	40
3	Whilst crossing the line at stations	Killed ..	..	1	1	5	..	..	2	5
		Injured ..	..	..	..	3	1	2	3	5
4	By closing of carriage doors	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	4	..	1	..	..
5	From falling or jumping out of carriages during the running of trains.	Killed ..	1	3	5	7	8	10	60	21
		Injured ..	5	88	87	44	22	30	95	100
6	By other accidents	Killed ..	1	..	..	..	..	..	7	1
		Injured ..	..	1	2	3	2	1	10	7
7	TOTAL PASSENGERS ..	Killed ..	2	5	7	13	14	13	93	35
		Injured ..	8	93	90	91	40	39	143	160
	RAILWAY SERVANTS.									
	ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	1	..	2	..	1	4	3
		Injured ..	3	2	5	50	19	7	16	78
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	1	..	..	..	2
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	1	1	..	1	..	..	1
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	..	..	..	1	..	..
		Injured ..	..	..	..	1	5	2	4	5
5	Whilst braking, spragging or choking wheels	Killed ..	..	..	..	..	..	..	..	2
		Injured ..	..	..	1	4	1	..	..	19
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	..	..	..	..	..	4
		Injured ..	..	..	..	..	1	1	1	5
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	..	..	2	1	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	1	..	8	2
		Injured ..	..	3	..	2	7	1	6	18
9	TOTAL ..	Killed ..	..	1	..	2	1	2	12	11
		Injured ..	3	6	7	58	34	13	28	128

DIX D (*ii*).

exclusive of trains, etc., accidents included in Appendix D (iii) *on all railways open for traffic, distinguishing the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
						1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	
..	..	..	13	..	..	31	*35*	1	..	..	..	32	*35*	1
..	..	..	26	..	..	64	*66*	..	*1*	..	..	64	*67*	
..	..	..	12	..	4	42	*29*	2	*1*	..	..	44	*30*	2
..	..	..	31	..	7	148	*115*	2	*2*	..	2	150	*119*	
..	..	..	2	..	..	16	*26*	..	*1*	..	..	16	*27*	3
..	1	..	2	..	..	17	*28*	1	..	..	..	18	*28*	
..	..	..	2	..	..	2	..	..	..	..	..	2	..	4
..	..	..	1	..	..	6	*13*	..	*2*	..	..	6	*15*	
..	15	4	73	..	23	230	*204*	3	*5*	..	*1*	233	*210*	5
2	75	26	110	6	31	721	*797*	27	*29*	10	*3*	758	*829*	
..	1	..	1	..	1	12	*20*	..	*2*	..	..	12	*22*	6
..	17	..	4	..	2	49	*54*	1	*3*	..	2	50	*59*	
..	16	4	103	..	28	333	*314*	6	*9*	..	*1*	339	*324*	7
2	93	26	174	6	40	1,005	*1,073*	31	*37*	10	*7*	1,046	*1,117*	
..	1	..	4	..	..	16	*13*	1	..	..	..	17	*13*	1
..	25	7	16	1	17	246	*143*	6	*8*	7	*1*	259	*152*	
..	..	..	..	..	..	..	*2*	..	..	..	..	..	*2*	2
..	..	1	1	..	..	5	*7*	..	*1*	..	..	5	*8*	
..	..	..	3	..	..	3	*2*	..	*1*	..	..	3	*3*	3
..	2	..	..	..	..	6	*9*	3	*2*	..	..	9	*11*	
..	1	..	2	..	..	4	*9*	..	..	..	..	4	*9*	4
..	3	1	6	..	..	27	*44*	2	*4*	1	*1*	30	*49*	
..	..	..	..	..	..	2	..	..	..	..	..	2	..	5
..	1	..	..	..	..	26	*33*	..	*2*	3	..	29	*35*	
..	..	..	1	..	..	5	*2*	..	..	..	..	5	*2*	6
..	..	..	2	..	..	10	*9*	2	..	..	*1*	12	*10*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	7
..	..	..	..	..	..	3	*3*	..	..	..	..	3	*3*	
..	..	..	12	..	..	23	*11*	..	..	..	..	23	*11*	8
..	6	2	19	..	..	64	*46*	6	*3*	1	*1*	71	*50*	
..	2	..	22	..	..	53	*40*	1	*1*	..	..	54	*41*	9
..	37	11	44	1	17	387	*294*	19	*20*	12	*4*	418	*318*	

Number of persons killed or injured during the year 1927-28 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	RAILWAY SERVANTS—*concld.*									
9	Brought forward	Killed	..	1	..	2	1	2	12	11
		Injured	3	6	7	58	34	13	28	128
	OTHER ACCIDENTS.									
10	From falling off engines, etc., during the running of trains.	Killed	..	..	1	..	..	3	..	..
		Injured	1	3	..	11	6	5	7	32
11	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	2	1
		Injured	..	..	..	2	2	..	1	14
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	1	..	3	2	2
		Injured	1	..	..	7	3	2	18	43
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	2	..	..	..	..	..
		Injured	..	..	2	4	..	..	10	154
14	Whilst working on the permanent-way, sidings, etc.	Killed	..	..	2	..	1	2	10	4
		Injured	..	..	6	2	1	2	4	14
15	Whilst attending to gates at level-crossings	Killed	..	..	..	..	1	1	4	3
		Injured	..	..	..	1	1	..	..	...
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	1	1	7	1	4	11	38
		Injured	1	..	4	23	7	7	14	25
17	From being caught between vehicles	Killed	..	..	..	1	..	2	..	
		Injured	..	..	1	1	..	1	..	2
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	1	1	1
		Injured	..	..	..	13	1	..	3	3
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	7	4	2	6	8
		Injured	..	..	..	12	..	1	13	5
20	Miscellaneous	Killed	4	4	6	..	1	1	18	...
		Injured	6	6	36	42	6	6	44	19
21	TOTAL	Killed	4	5	12	17	8	19	54	57
		Injured	9	9	49	118	27	24	114	311
	TOTAL RAILWAY SERVANTS	Killed	4	6	12	19	9	21	66	68
		Injured	12	15	56	176	61	37	142	439
	OTHER PERSONS.									
1	Whilst passing over the railway at level crossings.	Killed	..	..	..	5	2	..	1	2
		Injured	..	..	..	1	1	3	..	1
2	While trespassing on the line	Killed	41	155	217	118	69	134	435	191
		Injured	15	45	81	46	56	73	105	44
3	Suicides	Killed	1	3	18	8	5	11	131	34
		Injured	..	1	6	2	1	..	5	2
4	Miscellaneous	Killed	1	1	1	2	5	2	11	1
		Injured	3	1	2	2	7	..	14	2
5	TOTAL OTHER PERSONS	Killed	43	159	236	133	81	147	578	228
		Injured	18	47	89	51	65	76	124	49
6	GRAND TOTAL	Killed	49	170	255	165	104	181	737	331
		Injured	38	155	235	318	166	152	409	648

DIX D(*ii*)—*concld.*

vehicles exclusive of trains, etc., accidents included in Appendix D(iii) *on all railways open for traffic far as practicable, the nature and causes of the accidents occasioning death or injury.*

Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No.
						1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28	*1926-27.*	1927-28.	*1926-27.*	
..	2	..	22	..	..	53	*40*	1	*1*	..	..	54	*41*	0
..	37	11	44	1	17	387	*294*	19	*20*	12	*4*	418	*318*	
..	1	2	3	..	1	9	*10*	1	..	..	*1*	10	*11*	10
..	7	1	11	1	1	87	*88*	11	*6*	..	..	98	*94*	
..	1	..	3	..	..	7	*7*	..	..	..	..	7	*7*	11
..	..	1	8	..	..	28	*28*	1	*1*	..	..	29	*29*	
..	1	..	10	..	..	19	*23*	2	*1*	..	..	21	*24*	12
..	10	..	21	..	2	108	*110*	3	*9*	1	..	112	*119*	
..	..	..	..	..	..	2	*2*	..	..	..	..	2	*2*	13
..	..	..	16	..	1	187	*185*	3	*2*	1	...	191	*187*	
..	..	..	5	..	..	24	*27*	..	*1*	..	..	24	*28*	14
..	1	1	7	..	..	38	*31*	1	*1*	..	*2*	39	*34*	
..	..	..	1	..	..	10	*5*	..	..	..	..	10	*5*	15
..	..	..	1	..	..	3	*4*	..	..	..	*1*	3	*5*	
2	3	..	29	..	..	97	*92*	1	..	..	..	98	*92*	16
..	5	2	11	..	2	101	*115*	5	*3*	2	..	108	*118*	
..	..	..	..	..	..	3	*11*	..	..	..	..	3	*11*	17
..	2	..	1	..	..	8	*16*	3	*2*	..	*1*	11	*19*	
..	..	..	2	..	..	6	*7*	..	..	..	..	6	*7*	18
..	1	..	2	..	..	23	*19*	1	*1*	..	..	24	*20*	
..	1	..	9	..	..	37	*36*	3	*1*	..	..	40	*37*	19
..	2	..	13	..	..	46	*41*	2	*4*	..	..	48	*45*	
1	8	..	3	1	..	47	*53*	1	*1*	..	..	48	*54*	20
1	60	..	6	2	6	240	*258*	1	*4*	1	*3*	242	*265*	
3	15	..	65	1	1	261	*273*	8	*4*	..	*1*	269	*278*	21
1	88	7	97	3	12	869	*895*	31	*33*	5	*7*	905	*935*	
3	17	..	87	1	1	314	*313*	9	*5*	..	*1*	323	*319*	
1	125	18	141	4	29	1,256	*1,189*	50	*53*	17	*11*	1,323	*1,253*	
..	..	..	2	..	..	12	*20*	1	..	..	..	13	*20*	1
..	..	..	..	..	..	6	*20*	..	*1*	2	..	8	*21*	
9	86	22	212	17	98	1,804	*1,736*	26	*34*	1	*14*	1,831	*1,784*	2
..	38	4	47	6	36	596	*622*	19	*21*	9	*9*	624	*652*	
1	33	4	28	3	22	302	*243*	6	*7*	2	*3*	310	*253*	3
..	3	..	3	..	..	23	*22*	1	..	..	*2*	24	*24*	
2	9	..	8	..	4	47	*44*	..	*3*	2	*3*	49	*50*	4
1	10	..	12	2	4	60	*89*	13	..	3	*7*	76	*96*	
12	128	26	250	20	124	2,165	*2,043*	33	*44*	5	*20*	2,203	*2,107*	5
1	51	4	62	8	40	685	*753*	33	*22*	14	*18*	732	*793*	
15	161	30	440	21	153	2,812	*2,670*	48	*58*	5	*22*	2,865	*2,750*	6
4	269	48	377	18	109	2,946	*3,015*	114	*112*	41	*36*	3,101	*3,163*	

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways open servants and other persons,

Class of accident.	Assam-Bengal.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. *Collisions between* passenger trains or parts of passenger trains.	..	..	..	..		..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes.	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	4	4	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	9	9	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear . .	..	45	45	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	14	14	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . . .	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	..	107	107	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	..	1	..	1
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	2	2	..	..	..	..	1	4	1	4
(*e*) Miscellaneous	..	5	5	..	6	..	7	..	..	..	13
Total .	..	196	196	..	6	..	7	1	5	1	18

DIX D (*iii*).

for traffic, distinguishing between the different classes of accidents and the number of passengers, railway killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	1	1	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
											7
..	3	3	..	..	..	..	..	..	..	..	(*a*)
..	6	6	8	15	..	..	..	..	8	15	(*b*)
											8
..	4	4	..	..	..	..	..	..	..	..	(*a*)
..	20	20	..	..	1	4	..	..	1	4	(*b*)
											9
											(*a*)
..	7	7	..	..	..	..	..	..	..	..	(1)
..	44	44	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	2	2	..	..	..	..	..	..	..	..	(1)
..	41	41	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	5	5	..	..	..	..	..	..	..	..	(*e*)
..	1	1	..	..	..	..	..	..	..	..	(*f*)
..	66	66	..	..	..	..	..	..	..	..	(*g*)
											10
..	2	2	..	..	..	..	..	..	..	..	(*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
1	3	4	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
											11
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
											12
..	10	10	..	..	..	..	..	..	..	..	(*a*)
..	130	130	..	..	..	..	..	..	..	..	(*b*)
..	3	3	..	..	..	..	..	..	..	..	(*c*)
..	5	5	..	..	..	..	..	2	..	2	(*d*)
..	3	3	..	..	..	..	..	..	..	..	(*e*)
1	368	369	8	15	1	4	..	2	9	21	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons,

Class of accident.	Bengal Nagpur.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	2	2	..	..	..	2	..	..	..	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	48	49	..	..	..	7	..	1	..	8
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	26	27	..	12	..	7	..	..	..	19
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	102	103	..	..	..	1	..	1	..	2
9. Accidents due to failures of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the mechanical department.											
(1) boilers and tubes.	..	6	6	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	52	52	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	1	..	..	..	1
(*f*) Ditto brake apparatus	..	1	1	..	..	..	1	..	..	..	1
(*g*) Ditto couplings and draft gear	..	126	126	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	54	54	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	16	16	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	17	17	..	..	..	1	..	..	..	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	293	293	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings.)	..	19	19	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	29	29	..	3	1	4	3	2	4	9
Total	3	799	802	..	15	1	24	3	4	4	43

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	2	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	3
1	17	18	..	..	..	..	..	..	..	..	4
..	4	4	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	3	..	..	..	3	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
3	7	10	..	..	..	..	..	..	..	..	(*b*)
..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
..	632	632	..	..	..	..	..	..	..	..	(*b*)
											9 (*a*)
..	2	2	..	..	..	..	..	..	..	..	(1)
..	7	7	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	24	24	..	..	..	..	..	..	..	..	(1)
..	83	83	..	..	..	..	..	..	..	..	(2)
	8	8	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	4	5	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	239	239	..	..	..	..	..	..	..	..	(*g*) 10
..	59	59	..	..	..	..	..	..	..	..	(*a*)
5	..	5	..	..	..	..	..	..	..	..	(*b*)
20	8	28	..	..	2	..	2	..	4	..	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*) 11
1	15	16	..	..	..	..	..	..	..	..	(*a*)
..	8	8	..	..	..	1	..	..	..	1	(*b*) 12
..	8	8	..	..	..	..	..	..	..	..	(*a*)
..	699	699	..	..	..	..	..	..	..	..	(*b*)
13	9	22	..	..	..	..	1	1	1	1	(*c*)
..	9	9	..	..	..	..	..	1	..	1	(*d*)
..	12	12	..	..	..	..	..	..	..	..	(*e*)
44	1,862	1,906	..	..	2	6	3	2	5	8	Total.

APPEN

Number of accidents to train, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons,

Class of accident.	Burma.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	5	..	..	..	..	..	5
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	10	11	..	..	..	3	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(*b*) other causes	21	..	21	37	37	3	1	..	..	40	38
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(*b*) other causes	1	60	61	..	..	..	2	..	..	..	2
9. Accidents due to failures of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	9	9	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	60	60	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	76	76	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	58	58	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	11	11	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	4	4	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	7	31	38	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	10	10	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	26	26	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	6	354	360	..	..	1	3	..	..	1	3
(*c*) Trains running over obstructions on the line (other than those at level crossings).	2	23	25	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	2	19	21	..	..	..	..	8	16	8	16
(*e*) Miscellaneous	..	51	51	..	..	..	..	..	..	..	..
Total	43	813	856	37	42	4	9	8	16	49	67

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	..	..	..	..	..	..	..	1
3	..	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	4	4	..	..	..	..	..	..	..	..	6
											7
2	..	2	..	..	..	..	..	..	..	..	(*a*)
12	..	12	..	..	..	..	..	..	..	..	(*b*)
											8
..	5	5	..	..	..	..	..	..	..	..	(*a*)
..	45	45	..	..	..	..	..	..	..	..	(*b*)
											9
											(*a*)
..	8	8	..	..	..	..	..	..	..	..	(1)
..	17	17	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	5	5	..	..	..	..	..	..	..	..	(1)
..	26	26	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	1	1	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	27	27	..	..	..	..	..	..	..	..	(*g*)
											10
..	33	33	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
											11
..	2	2	..	..	..	..	..	..	..	..	(*a*)
..	13	13	..	..	..	..	..	..	..	..	(*b*)
											12
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	180	180	..	..	..	..	..	..	..	..	(*b*)
13	3	16	..	..	..	..	..	..	..	..	(*c*)
2	17	19	..	..	..	..	2	..	2	..	(*d*)
..	13	13	..	..	..	..	..	..	..	..	(*e*)
33	405	438	..	..	..	..	2	..	2	..	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways
railway servants and other persons,

Class of accident.	East Indian.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	2	3	5	..	6	..	4	..	..	..	10
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	31	33	..	..	1	5	..	..	1	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	4	5	..	..	1	2	..	..	1	2
6. Collisions between light engines	..	34	34	..	..	1	7	..	..	1	7
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	8	9	..	..	..	..	—	—	..	..
(*b*) Other causes	1	3	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	1	48	49	..	..	..	..	..	..	..	..
(*b*) Other causes	1	799	800	..	..	..		..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	50	50	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	51	51	..	..	..	..	..	..	..	..
(2) other causes	..	387	387	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	6	6	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	2	4	6	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	1	3	4	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	1,004	1,004	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	19	19	..	..	..	..	..	—	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	1	6	7	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	23	23	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	14	14	..	..	..	8	..	..	..	8
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	—	17	17	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	1,413	1,413	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	6	25	31	..	..	2	11	..	..	2	11
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	6	6	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	173	173	..	..	1	..	..	..	1	..
Total	19	4,135	4,154	..	6	6	37	..	..	6	43

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	9	9	..	..	..	2	..	..	..	2	1
..	2	2	..	..	..	..	..	..	..	..	2
..	2	2	..	..	..	..	..	..	..	..	3
..	42	42	..	..	..	15	..	..	..	15	4
..	46	46	..	..	..	..	..	..	..	..	5
..	31	31	..	..	..	13	..	..	..	13	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	34	34	..	..	..	2	..	..	..	2	(*b*)
..	22	22	..	..	..	..	..	..	..	..	8 (*a*)
..	623	623	..	..	..	..	..	..	..	..	(*b*)
											9 (*a*)
..	2	2	..	..	..	..	..	..	..	..	(1)
..	50	50	..	..	..	..	..	..	..	..	(2) (*b*)
..	33	33	..	..	..	..	..	..	..	..	(1)
..	494	494	..	..	..	..	..	..	..	..	(2)
..	3	3	..	..	..	..	..	..	..	..	(*c*)
..	1	1	..	..	..	..	..	..	..	..	(*d*)
..	7	7	..	..	..	1	..	..	..	1	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	773	773	..	..	..	..	..	..	..	..	(*g*)
											10
	58	58	..	..	..	..	..	..	..	..	(*a*)
1	..	1	..	..	1	1	..	..	1	1	(*b*)
1	4	5	..	..	1	2	..	..	1	2	(*c*)
..	2	2	..	..	..	..	..	..	..	..	(*d*)
3	60	63	..	..	2	4	..	1	2	5	11 (*a*)
1	3	4	..	..	..	..	..	..	..	..	(*b*)
..	4	4	..	..	..	..	..	..	..	..	12 (*a*)
..	1,135	1,135	..	..	..	..	..	..	..	..	(*b*)
..	13	13	..	..	..	..	..	3	..	3	(*c*)
1	5	6	..	..	..	..	1	..	1	..	(*d*)
..	71	71	..	..	..	5	..	..	..	5	(*e*)
7	3,529	3,536	..	..	4	45	1	4	5	49	Total.

H52RAR

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways passengers, railway servants and other persons,

Class of accident.	JODHPUR.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	1	3	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	7	1	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) Other causes	..	11	11	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	40	40	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	1	1	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	22	22	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	3	5	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	8	8	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	232	232	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	5	6	11	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	16	332	348	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	
1	..	1	..	..	..	4	..	..	..	4	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	13	13	..	..	..	2	..	..	..	2	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
											7
1	1	2	..	..	..	..	..	..	..	..	(*a*)
8	1	9	..	..	..	1	..	..	..	1	(*b*)
											8
..	7	7	..	..	..	..	..	..	..	..	(*a*)
4	6	10	..	..	..	..	..	..	..	..	(*b*)
											9
											(*a*)
..	7	7	..	..	..	..	..	..	..	..	(1)
..	28	28	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	51	51	..	..	..	..	..	..	..	..	(1)
..	134	134	..	..	..	..	..	..	..	..	(2)
..	1	1	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	11	12	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
1	107	108	..	..	..	..	..	..	..	..	(*g*)
											10
..	45	45	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
5	1	6	..	..	..	1	..	..	..	1	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
											11
..	8	8	..	..	..	..	..	..	..		(*a*)
..	1	1	..	..	..	..	..	..		..	(*b*)
											12
..	17	17	..	..	..	..	..	..	..	..	(*a*)
2	1,080	1,082	..	..	..	..	..	..	..	..	(*b*)
22	..	22	..	..	..	..	..	..	..	..	(*c*)
7	10	17	..	..	..	..	..	3	..	3	(*d*)
2	13	15	..	..	..	13	..	..	..	13	(*e*)
55	1,544	1,599	..	..	..	21	..	3	..	24	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways servants and other persons, killed or

Class of accident.	Nizam's Guaranteed State.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	..	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	5	5	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	31	31	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	410	410	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	6	6	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	6	6	..	..	..	..	..	..	..	..
Total	1	468	469	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway injured in each class of accident.

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	
..	..	..	..	..	..	..	..	..	..	..	1
7	..	7	..	5	3	3	..	..	3	8	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	3	..	..	..	3	4
..	2	2	..	..	..	..	..	..	..	..	5
..	5	5	..	..	..	..	..	..	..	..	6
..	4	4	..	..	..	..	..	..	..	..	7 (*a*)
10	14	24	..	..	..	..	..	..	..	..	(*b*)
..	890	890	..	..	..	..	..	..	..	..	8 (*a*)
..	778	778	..	..	..	..	..	..	..	..	(*b*)
											9 (*a*)
..	41	41	..	..	..	..	..	..	..	..	(1)
..	63	63	..	..	..	..	..	..	..	..	(2) (*b*)
..	142	142	..	..	..	..	..	..	..	..	(1)
..	178	178	..	..	..	..	..	..	..	..	(2)
..	5	5	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	7	7	..	..	..	..	..	..	..	..	(*e*)
..	9	9	..	..	..	..	..	..	..	..	(*f*)
..	749	749	..	..	..	..	..	..	..	..	(*g*)
											10
..	37	37	..	..	..	..	..	..	..	..	(*a*)
–	1	1	..	..	..	..	..	..	..	..	(*b*)
4	29	33	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	11	11	..	..	..	..	..	..	..	..	11 (*a*)
4	13	17	..	..	..	..	..	..	..	..	(*b*)
..	9	9	..	..	..	..	..	..	..	..	12 (*a*)
..	778	778	..	..	..	..	..	..	..	..	(*b*)
..	16	16	..	..	..	..	..	..	..	..	(*c*)
7	2	9	..	..	..	..	6	25	6	25	(*d*)
1	16	17	..	..	..	..	..	..	..	–	(*e*)
33	3,803	3,836	..	5	3	6	6	25	9	36	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways servants and other persons.

Class of accident.	Rohilkund and Kumaon.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	4	4	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	2	2	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	15	15	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	15	15	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	6	6	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	63	63	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Miscellaneous	..	16	16	..	..	..	..	..	..	..	..
Total	..	144	144	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of railway killed or injured in each class of accident.

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..		..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
											7
2	..	2	..	1	..	..	..	..	..	1	(*a*)
7	..	7	..	..	..	..	..	..	..	..	(*b*)
											8
..	2	2	..	..	..	..	..	..	..	..	(*a*)
..	7	7	..	..	..	..	..	..	..	..	(*b*)
											9
											(*a*)
..	39	39	..	..	..	..	..	..	..	..	(1)
..	56	56	..	..	..	..	..	..	..	..	(2)
											(*b*)
..	10	10	..	..	..	..	..	..	..	..	(1)
..	42	42	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	..	1	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	(*f*)
115	..	115	..	..	..	..	..	..	..	..	(*g*)
											10
3	..	3	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	(*b*)
1	..	1	..	..	..	..	..	..	..	..	(*c*)
1	..	1	..	..	..	..	..	..	..	..	(*d*)
											11
..	1	1	..	..	..	..	..	..	..	..	(*a*)
..	1	1	..	..	..	..	..	..	..	..	(*b*)
											12
15	3	18	..	..	..	..	..	..	..	..	(*a*)
..	2,261	2,261	..	..	..	..	..	..	..	..	(*b*)
14	..	14	..	..	..	..	..	..	..	..	(*c*)
17	..	17	..	..	..	..	..	3	..	3	(*d*)
..	..	..	..	..	..	..	..	..	..	..	(*e*)
177	2,426	2,603	..	1	..	..	..	3	..	4	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways
railway servants and other persons, killed

Class of accident.	TOTAL CLASS I							
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other*
				Killed.	Injured.	Killed.	Injured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	2	12	14	..	..	..	8	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	15	10	25	..	16	3	9	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	...	7	7	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	176	183	..	..	1	35	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	61	62	..	..	1	2	..
6. Collisions between light engines	..	80	80	..	..	1	23	..
7. Derailments of passenger trains—								
(*a*) Due to trains running in the wrong direction through points.	8	17	25	..	1	..	..	..
(*b*) Other causes	71	97	168	45	64	3	11	..
8. Other derailments—								
(*a*) Due to trains running in the wrong direction through points.	1	986	987	..	..	..	..	..
(*b*) Other causes	7	3,107	3,114	..	..	1	7	..
9. Accidents due to failures of engines and rolling-stock—								
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—								
(1) boilers and tubes	..	130	130	..	..	..	..	..
(2) machinery, springs etc.	..	478	478	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—								
(1) boilers and tubes	..	322	322	..	..	..	..	..
(2) other causes	..	1,517	1,517	..	..	..	..	..
(*c*) The failure of tyres	..	25	25	..	..	..	..	..
(*d*) Ditto wheels	..	1	1	..	..	..	..	..
(*e*) Ditto axles	5	46	51	..	..	..	2	..
(*f*) Ditto brake apparatus	1	15	16	..	..	..	1	..
(*g*) Ditto couplings and draft gear	116	3,216	3,332	..	..	..		..
10. Accidents due to failure of permanent-way, etc.—								
(*a*) Broken rails	3	332	335	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	6	7	13	..	..	1	1	..
(*c*) The flooding of portions of permanent-way.	42	108	150	..	..	3	3	2
(*d*) Slips in cuttings or embankments	1	20	21	..	..	..	..	..
11. Accidents due to fire—								
(*a*) Fire in trains	4	165	169	..	..	2	5	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	5	59	64	..	..	..	9	..
12. Other accidents—								
(*a*) Passenger trains running in the wrong direction through points but not derailed.	15	82	97	...	..	..	..	..
(*b*) Trains running over cattle on the line.	8	9,135	9,143	..	..	1	3	..
(*c*) Trains running over obstructions on the line (other than those at level crossings)	75	124	199	..	..	2	11	1
(*d*) Trains running over obstructions or vehicles at level-crossings.	36	81	117	..	..	..	..	18
(*e*) Miscellaneous	3	408	411	..	9	2	29	3
Total	432	20,824	21,256	45	90	21	159	24

DIX (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

Railways.			Barsi Light.			Bengal Dooars.			Bhavnagar State.			Bikaner State.			
persons.	*Total.*		Accidents reported to Local Governments under *section* 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	No. of Heading.
Injured.	Killed.	Injured.													
..	..	8	..	..	..	..	..	..	..	..	..	..	..	..	1
..	3	25	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	1	36	..	..	..	..	1	1	..	..	..	..	..	..	4
..	1	2	..	..	..	..	..	..	..	..	..	..	..	..	5
..	1	23	..	..	..	..	..	..	1	..	1	1	1	2	6
..	..	1	1	..	1	..	1	1	..	..	..	..	..	..	7 (*a*)
..	48	75	..	..	..	..	2	2	..	..	..	13	..	13	(*b*)
..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	8 (*a*)
1	1	8	..	18	18	..	..	..	..	1	1	..	72	72	(*b*)
															9 (*a*)
—	..	..	..	..	..	..	2	2	..	7	7	..	10	10	(1)
..	..	..	..	1	1	..	2	2	..	6	6	..	2	2	(2) (*b*)
..	..	..	..	17	17	..	..	..	..	..	..	..	26	26	(1)
..	—	..	..	23	23	..	1	1	..	2	2	..	19	19	(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	—	..	..	1	1	..	..	..	..	..	..	..	..	..	(*d*)
..	—	2	..	2	2	..	..	..	..	..	..	..	1	1	(*e*)
..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	..	—	..	2	2	..	6	6	..	1	1	—	8	8	(*g*)
															10
..	..	—	..	..	..	..	..	..	..	..	..	..	14	14	(*a*)
..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
—	5	3	..	..	..	..	..	..	2	..	2	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
															11
1	2	6	—	1	1	..	1	1	..	..	..	1	..	1	(*a*)
..	..	9	—	1	1	..	..	..	..	..	..	..	..	..	(*b*)
															12
..	—	—	..	2	2	—	..	..	..	..	..	..	..	..	(*a*)
..	1	3	..	33	33	..	..	..	..	44	44	—	144	144	(*b*)
5	3	16	..	7	7	..	4	4	..	..	..	1	..	1	(*c*)
54	18	54	..	2	2	..	2	2	..	..	..	..	1	1	(*d*)
2	5	40	..	3	3	..	..	..	..	—	..	2	8	10	(*e*)
64	90	313	1	115	116	..	22	22	3	61	64	18	306	324	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons, killed or

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Con-	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	5	..	5	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	2	2	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) Other causes	93	..	93	..	2	2	2	4	6	1	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	48	48	..	6	6	1	11	12	18	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	4	..
(2) machinery, springs, etc.	..	15	15	..	6	6	..	..	..	1	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	1	2	3	1	..
(2) other causes	..	2	2	..	..	..	..	6	6	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	3	3	..	..	..	1	..	1	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	1	1	..	..
(g) Ditto couplings and draft gear.	..	1	1	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	1	1	2	..	..	..	..	..	..	1	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	1	1	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	11	..	11	..	..
(d) Slips in cuttings or embankments	2	15	17	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	2	2	..	..	..	..	..	..	2	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	1	1	..	..
(b) Trains running over cattle on the line.	..	8	8	..	69	69	..	26	26	10	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	8	8	..	..	..	..	7	7	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	..	..	2	..
(e) Miscellaneous	..	..	..	..	..	..	..	..	..	1	..
Total	102	108	210	..	85	85	16	59	75	41	..

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, injured in each class of accident.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total	No. of Heading.
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	9	..	9	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	2	..	2	..	..	..	..	..	..	..	..	..	7
1	17	..	17	..	..	..	..	..	..	..	..	..	(*a*) (*b*)
..	4	..	4	..	..	..	..	5	5	..	..	..	8
18	8	..	8	..	10	10	..	4	4	..	..	..	(*a*) (*b*)
													9
													(*a*)
4	..	..	..	..	..	..	..	..	..	..	10	10	(1)
1	..	..	..	..	..	..	..	..	..	..	4	4	(2)
													(*b*)
1	..	..	..	..	16	16	..	..	..	..	..	..	(1)
..	..	6	6	..	12	12	..	26	26	..	4	4	(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	1	1	..	..	..	..	..	..	(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*f*)
..	1	..	1	..	..	..	..	..	..	..	1	1	(*g*)
													10
1	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
													11
2	..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	1	1	..	..	..	..	..	..	..	..	..	(*b*)
													12
..	3	1	4	..	1	1	..	..	..	..	2	2	(*a*)
10	..	5	5	..	30	30	..	9	9	..	10	10	(*b*)
..	..	2	2	..	..	..	..	..	..	..	2	2	(*c*)
2	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
1	4	..	4	..	3	3	..	1	1	..	..	..	(*e*)
41	48	15	63	..	73	73	..	45	45	..	33	33	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons killed

Class of accident.	Mysore Railways.			Shahdara (Delhi) Saharanpur Light.			Total Class II Rail					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.
										Killed.	Injured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	14	..	14	..	10	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	3	3	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	2	1	3	..	..	..
7. Derailments of passenger trains—												
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	5	1	6	..	..	..
(b) Other causes	1	..	1	..	..	..	127	8	135	..	2	..
8. Other derailments—												
(a) Due to trains running in the wrong direction through points.	..	..	..	..	9	9	4	16	20	..	..	..
(b) Other causes	..	..	..	..	1	1	27	171	198	..	..	..
9 Accidents due to failure of engines and rolling-stock—												
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department—												
(1) boilers and tubes	..	..	..	..	..	..	4	30	34	..	..	..
(2) machinery, springs, etc.	..	2	2	..	1	1	1	39	40	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—												
(1) boilers and tubes	..	12	12	..	..	..	2	73	75	..	..	..
(2) other causes	..	20	20	..	..	..	..	121	121	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto *wheels*	..	..	..	..	..	..	..	2	2	..	..	..
(e) Ditto axles	..	..	..	..	1	1	1	6	7	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	2	2	..	..	..
(g) Ditto couplings and draft gear	..	1	1	..	..	..	1	20	21	..	..	..
10. Accidents due to failure of permanent-way, etc.—												
(a) Broken rails	..	..	..	..	1	1	2	16	18	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	1	1	..	..	..
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	13	1	14	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	2	15	17	..	..	..
11. Accidents due to fire—												
(a) Fire in trains	..	..	..	..	..	..	3	4	7	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	..	1	..	1	1	1	3	4	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	3	7	10	..	..	..
(b) Trains running over cattle on the line.	..	85	85	..	2	2	10	465	475	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	3	3	..	4	4	1	37	38	..	..	..
(d) Trains running over obstructions on vehicles at level crossings.	..	2	2	..	1	1	2	10	12	..	..	..
(e) Miscellaneous	..	2	2	..	..	..	7	17	24	..	..	..
Total	3	128	131	..	21	21	232	1,070	1,302	..	12	1

DIX D (*iii*)—*contd.*

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

WAYS.					TOTAL CLASS III RAILWAYS.											
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		No. of Heading.
Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	1	1	11	7	..	7	..	2	..	..	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	5
..	..	..	..	..	4	2	6	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	7 (*a*)
2	..	..	..	4	19	28	47	..	..	1	2	..	..	1	2	(*b*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
1	..	..	..	1	8	14	22	..	..	..	..	..	..	..	..	(*b*)
																9 (*a*)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	(1)
..	..	..	..	..	4	22	26	..	..	..	..	..	..	..	..	(2)
																(*b*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	(1)
..	..	..	..	..	..	30	30	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	
..	..	..	..	..	11	4	15	..	..	..	..	..	..	..	..	(*g*)
																10 (*a*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	( )
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
																11 (*a*)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	(*b*)
																12 (*a*)
..	..	..	..	..	2	6	8	..	..	..	..	..	..	..	..	(*b*)
	14	19	14	19	2	64	66	..	..	..	..	.	..	..	..	(*c*)
1	..	..	..	1	1	20	21	..	..	..	..	.	..	..	..	(*d*)
	..	..	..	..	1	6	7	..	..	..	1	1	..	1	1	(*e*)
	..	..	..	..	..	10	10	..	..	..	..	..	..	..	..	
4	14	20	15	36	64	225	289	..	2	1	3	1	..	2	5	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1926-27 and 1927-28 passengers, railway servants and other persons, killed

Class of accident.	Total all Railways.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		*Passengers.*			
							Killed.		Injured.	
	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*
1. Collisions between passenger trains or parts of passenger trains.	2	*6*	12	*12*	14	*18*	..	..	..	*10*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	36	*19*	10	*30*	46	*49*	..	*16*	28	*78*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	*1*	7	*7*	7	*8*	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	*7*	177	*290*	184	*297*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	..	69	*81*	70	*81*	..	..	..	..
6. Collisions between light engines	6	*2*	83	*66*	89	*68*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	14	*11*	19	*20*	33	*31*	..	..	1	..
(*b*) Other causes	217	*224*	133	*126*	350	*350*	45	..	66	*34*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	5	*12*	1,004	*532*	1,009	*544*	..	..	..	..
(*b*) Other causes	42	*34*	3,292	*4,368*	3,334	*4,402*	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—										
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	4	..	165	*169*	169	*169*	..	..	..	..
(2) machinery, springs, etc.	5	*6*	539	*614*	544	*620*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	2	..	397	*435*	399	*435*	..	..	..	..
(2) other causes	..	*2*	1,668	*1,589*	1,668	*1,591*	..	..	..	..
(*c*) The failure of tyres	..	..	25	*38*	25	*38*	..	..	..	..
(*d*) Ditto wheels	1	*3*	4	*8*	5	*11*	..	..	..	..
(*e*) Ditto axles	8	*4*	52	*42*	60	*46*	..	..	..	..
(*f*) Ditto brake apparatus	1	..	19	*19*	20	*19*	..	..	..	..
(*g*) Ditto couplings and draft gear	128	*75*	3,240	*2,855*	3,368	*2,930*	..	..	..	*2*
10. Accidents due to failure of permanent-way, etc.—										
(*a*) Broken rails	5	*10*	348	*320*	353	*330*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	6	*4*	9	*16*	15	*20*	..	..	..	..
(*c*) The flooding of portions of permanent-way.	55	*32*	109	*100*	164	*132*	..	..	..	..
(*d*) Slips in cuttings or embankments	3	*4*	35	*40*	38	*44*	..	..	..	..
11. Accidents due to fire—										
(*a*) Fire in trains	8	*5*	169	*210*	177	*215*	..	..	..	*1*
(*b*) Fire at stations, or involving injury to bridges or viaducts.	6	*3*	62	*65*	68	*68*	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	20	*23*	95	*67*	115	*90*	..	..	..	..
(*b*) Trains running over cattle on the line	20	*29*	9,664	*10,024*	9,684	*10,053*	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	77	*68*	181	*252*	258	*320*	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	39	*7*	97	*30*	136	*37*	..	..	..	*1*
(*e*) Miscellaneous	10	*7*	435	*440*	445	*447*	..	..	9	..
Total	728	*598*	22,119	*22,865*	22,847	*23,463*	45	*16*	104	*126*

DIX D (*iii*)—*concld.*

on all railways open for traffic, distinguishing between the different classes of accidents and the number of or injured in each class of accident.

TOTAL ALL RAILWAYS.												
Railway servants.				*Other persons.*				*Grand Total.*				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		No. of Heading.
1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	1927-28.	*1926-27.*	
..	..	8	*5*	..	..	..	..	..	..	8	*15*	1
4	..	9	*13*	..	..	*1*	*3*	4	*16*	38	*94*	2
..	..	..	..	..	..	..	..	..	..	..	..	3
1	*4*	35	*32*	..	*1*	1	*2*	1	*5*	36	*34*	4
1	..	2	..	..	..	..	..	1	..	2	..	5
1	*1*	23	*9*	..	..	..	..	1	*1*	23	*9*	6
..	..	..	*1*	..	..	..	..	..	..	1	*1*	7 (*a*)
4	*2*	15	*21*	..	..	..	*1*	49	*2*	81	*56*	(*b*)
..	..	..	*2*	..	..	..	..	..	..	..	*2*	8 (*a*)
1	*3*	8	*14*	..	..	*1*	..	1	*3*	9	*14*	(*b*)
												9 (*a*)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	(1)
..	*1*	..	*1*	..	..	..	..	..	*1*	..	*1*	(2)
												(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	(1)
..	..	..	*2*	..	..	..	..	..	..	..	*2*	(2)
..	..	..	..	..	..	..	..	..	..	..	..	(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	(*d*)
..	..	2	..	..	..	..	..	..	..	2	..	(*e*)
..	*1*	1	..	..	..	..	..	..	*1*	1	..	(*f*)
..	..	..	*2*	..	..	..	*5*	..	..	..	*9*	(*g*) 10
..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
1	..	1	*3*	..	..	..	..	1	..	1	*3*	(*b*)
3	*1*	3	..	2	..	..	..	5	*1*	3	..	(*c*)
..	..	..	..	..	..	..	*2*	..	..	..	*2*	(*d*) 11
2	*3*	5	*6*	..	..	1	..	2	*3*	6	*7*	(*a*)
..	*3*	9	*5*	..	..	..	*1*	..	*3*	9	*6*	(*b*)
												12
..	..	..	*1*	..	..	..	..	..	..	..	*1*	(*a*)
1	..	3	*1*	14	..	19	..	15	..	22	*1*	(*b*)
2	*4*	12	*5*	1	*11*	5	*15*	3	*15*	17	*20*	(*c*)
..	..	1	..	19	*6*	54	*3*	19	*6*	55	*4*	(*d*)
2	*2*	29	*2*	3	*1*	2	*3*	5	*3*	40	*5*	(*e*)
23	*25*	166	*126*	39	*19*	84	*35*	107	*60*	354	*287*	Total.

Number of persons killed or injured during the year 1927-28 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations.	..	1	..	4	..	..	..	5	..	..	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platform.	..	1	2	2	..	..	2	3	..	..	..	..	..	..	..	2
3. From falling off platforms	..	..	1	2	..	1	1	3	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	..	2	3	439	5	11	8	452	..	..	..	1	..	..	..	1
5. Whilst moving or carrying goods at stations, etc.	..	1	..	158	..	..	..	159	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans.	..	..	5	36	..	4	5	40	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	..	2	1	177	..	5	1	184	..	..	..	2	..	..	..	2
8. From falling off, or when getting on or off, stationary engines or vehicles.	..	..	..	68	..	..	..	68	..	..	..	..	..	..	..	..
9. From falling off platforms, ladders, scaffolds, etc.	..	3	8	137	7	4	15	144	..	..	..	1	1	..	1	1
10. By stumbling whilst walking on the line or platforms.	..	7	2	89	2	5	4	101	..	..	..	1	..	..	..	1
11. Whilst attending to stationary engines in sheds.	..	..	4	592	..	..	4	592	..	..	..	2	..	..	..	2
12. By being trampled on or kicked by horses.	..	..	..	3	..	..	..	3	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	..	..	1	204	3	..	4	204	..	..	..	..	..	..	..	..
14. Miscellaneous	3	10	26	783	22	34	51	827	..	2	1	..	1	2	2	4
TOTAL ..	3	27	53	2,694	39	64	95	2,785	..	2	1	7	2	2	3	11

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.							
Passen-		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	..	..	..	..	..	..	..	..	1	..	4	..	..	..	5
..	..	..	..	..	..	..	..	..	1	2	2	..	..	2	3
..	..	..	..	..	..	..	..	..	..	1	2	..	1	1	3
..	..	..	..	..	..	..	..	..	2	3	440	5	11	8	453
..	..	..	2	..	..	..	2	..	1	..	160	..	..	..	161
..	..	..	..	..	..	..	..	..	..	5	36	..	4	5	40
..	..	..	1	..	..	..	1	..	2	1	180	..	5	1	187
..	..	..	..	..	..	..	..	..	..	..	68	..	..	..	68
..	..	..	..	..	1	..	1	..	3	8	138	8	5	16	146
..	..	..	1	..	..	..	1	..	7	2	91	2	5	4	103
..	..	..	1	..	..	..	1	..	..	4	595	..	..	4	595
..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	3
..	..	..	..	..	..	..	..	..	..	1	204	3	..	4	204
..	..	..	7	..	1	..	8	3	12	27	790	23	37	53	839
..	..	..	12	.	2	..	14	3	29	54	2,713	41	68	98	2,810

Accidents to railway servants on Class I Railways during the year 1927-28 caused by the movements

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
Assam-Bengal	4	100·0	11	91·7	..	..	1	8·33	..	..	..	..
Bengal and North-Western ..	1	16·7	4	26·7	5	83·3	11	73·3	..	..	..	..
Bengal-Nagpur	12	100·0	..	..	..	..	22	39·3	..	..	20	35·7
Bombay, Baroda and Central India.	4	21·1	119	67·6	15	79·0	55	31·3	..	..	2	1·14
Burma	4	44·4	50	82·0	5	55·6	11	18·0	..	..	..	..
Eastern Bengal	5	23·8	10	27·0	15	71·4	26	70·3	1	4·76	1	2·70
East Indian	43	65·2	102	71·8	23	34·8	39	27·5	..	..	1	0·70
Great Indian Peninsula ..	62	91·2	376	85·7	6	8·82	51	11·6	..	..	12	2·73
Jodhpur	2	66·7	1	100·0	1	33·3	..	..	..	..	..	..
Madras and Southern Mahratta	6	35·3	98	78·4	11	64·7	27	21·6	..	..	..	..
Nizam's Guaranteed State ..	..	..	6	33·3	..	..	12	66·7	..	..	..	..
North Western	82	94·3	132	93·6	3	3·45	5	3·55	..	..	4	2·83
Rohilkund and Kumaon ..	..	..	2	50·0	..	..	2	50·0	1	100·0	..	..
South Indian	1	100·0	24	82·8	..	..	5	17·2	..	..	..	..
TOTAL ..	226	72·0	935	74·4	84	26·8	267	21·3	2	0·63	40	3·18

DIX D (*v*).

of trains and railway vehicles exclusive of train, etc., accidents classified in respect of primary causes.

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	..	..	..	..	..	..	..	4	12	Assam-Bengal.
..	..	..	..	..	..	..	..	6	15	Bengal and North-Western.
..	..	13	23·2	..	..	1	1·79	12	56	Bengal-Nagpur.
..	..	..	..	..	..	..	..	19	176	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	9	61	Burma.
..	..	..	..	..	..	..	..	21	37	Eastern Bengal.
..	..	..	..	..	..	..	..	66	142	East Indian.
..	..	..	..	..	..	..	..	68	439	Great Indian Peninsula.
..	..	..	..	..	..	..	..	3	1	Jodhpur.
..	..	..	..	..	..	..	..	17	125	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	..	18	Nizam's Guaranteed State.
..	..	..	..	2	2·30	..	..	87	141	North Western.
..	..	..	..	..	..	..	..	1	4	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	1	29	South Indian.
..	..	13	1·04	2	0·63	1	0·08	314	1,256	Total.

APPENDIX

Number of accidents occurred during the year 1927-28 in Railway workshops

Number of accidents and Number of persons killed or injured.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.
Number of accidents	..	..	..	23	1,405	141	140	270
1. Railway Servants	Killed	..	..	2	1	..	2	10
	Injured	..	18	21	1,389	77	138	258
2. Other persons	Killed	..	..	..	..	..	..	1
	Injured	..	..	..	..	..	..	1
Total ..	Killed	..	..	2	1	..	2	11
	Injured	..	18	21	1,389	77	138	259

D (*vi*).

and the number of Railway servants and other persons killed or injured.

Great Indian Peninsula.	Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.	Total Class II Railways.	Total Class III Railways.	Total all Railways.
2,853	..	812	228	144	6	144	6,166	29	..	6,195
3	..	1	..	5	..	..	24	..	..	24
2,850	..	811	228	139	6	143	6,078	36	..	6,114
..	..	..	..	..	..	..	1	..	..	
..	..	..	..	..	..	1	2	..	..	
3	..	1	..	5	..	..	25	..	..	25
2,850	..	811	228	139	6	144	6,080	36	..	6,116

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes on the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	182	97·2	629	97·7	2·22	5,262	83·4	3·59
Bengal and North-Western ..	3′ 3⅜″	349	53·3	1,319	63·5	16·5	11,633	0·98	0·88
Bengal Nagpur ..	5′ 6″	706	97·2	1,079	96·8	3·24	23,086	67·8	29·8
	2′ 6″	115	89·6	398	92·2	*Nil*	1,957	87·6	0·10
	2′ 0″	17	*Nil*	1	*Nil*	*Nil*	520	*Nil*	*Nil*
Bombay, Baroda and Central India.	5′ 6″	415	98·8	1,017	100·0	*Nil*	11,477	79·9	12·2
	3′ 3⅜″	524	99·6	1,773	99·9	0·06	10,583	15·8	0·38
	2′ 6″	15	*Nil*	57	*Nil*	*Nil*	248	*Nil*	*Nil*
Burma	3′ 3⅜″	381	82·4	1,266	73·4	4·66	10,273	29·7	0·17
Eastern Bengal ..	5′ 6″	328	98·2	893	99·1	0·78	8,546	48·8	49·5
	3′ 3⅜″	224	100·0	1,027	85·1	14·5	5,133	13·3	2·34
	2′ 6″	11	*Nil*	68	*Nil*	*Nil*	90	*Nil*	*Nil*
East Indian	5′ 6″	1,619	98·6	3,528	97·2	1·79	53,034	72·1	24·4
Great Indian Peninsula	5′ 6″	1,174	99·0	2,475	100·0	*Nil*	20,411	83·6	14·7
	2′ 6″	19	*Nil*	47	*Nil*	*Nil*	213	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	108	47·2	294	72·8	3·06	2,609	*Nil*	*Nil*
	2′ 0″	2	*Nil*	5	*Nil*	*Nil*	10	*Nil*	*Nil*
Madras and Southern Mahratta	5′ 6″	313	99·3	964	98·8	1·03	6,108	74·9	24·4
	3′ 3⅜″	350	49·1	1,166	77·4	7·37	8,075	4·01	17·8
Nizam's Guaranteed State	5′ 6″	73	98·6	155	98·7	1·29	1,970	55·2	41·8
	3′ 3⅜″	76	77·6	200	99·5	*Nil*	1,212	18·9	1·40
North Western ..	5′ 6″	1,288	99·5	4,023	99·4	0·62	31,498	80·8	18·8
	2′ 6″	97	79·4	291	64·3	*Nil*	779	72·0	1·80
	2′ 0″	17	*Nil*	24	*Nil*	*Nil*	121	*Nil*	*Nil*
Rohilkund and Kumaon ..	3′ 3⅜″	72	66·6	232	49·5	28·8	2,646	0·64	*Nil*
South Indian ..	5′ 6″	148	95·9	323	100·0	*Nil*	1,948	76·5	20·4
	3′ 3⅜″	386	99·7	1,367	88·8	5·63	5,868	4·98	4·23
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total ..		9,020	92·1	24,656	91·3	3·33	225,388	57·6	17·4
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	23	100·0	104	100·0	*Nil*	253	35·6	64·4
Bengal Doars	3′ 3⅜″	17	41·2	64	18·8	26·6	453	0·22	*Nil*
Bhavnagar State	3′ 3⅜″	27	77·8	156	64·7	35·3	598	0·17	2·34
Bikaner State	3′ 3⅜″	59	39·0	164	8·52	1·83	1,028	*Nil*	*Nil*
Darjeeling Himalayan ..	2′ 0″	35	2·86	129	*Nil*	*Nil*	562	*Nil*	*Nil*
Dibru Sadiya	3′ 3⅜″	26	84·6	52	84·6	13·4	1,588	19·3	56·1
Gaekwar's Baroda State ..	2′ 6″	41	*Nil*	147	*Nil*	*Nil*	703	*Nil*	*Nil*
Gondal	3′ 3⅜″	20	85·0	110	60·0	33·6	340	*Nil*	1·76
Howrah-Amta	2′ 0″	19	*Nil*	150	*Nil*	*Nil*	76	*Nil*	*Nil*
Jamnagar and Dwarka ..	3′ 3⅜″	20	45·0	69	42·0	18·8	515	98·6	*Nil*
Junagad State	3′ 3⅜″	18	55·6	88	65·9	23·9	310	*Nil*	2·58
Morvi	3′ 3⅜″	20	75·0	110	74·6	25·5	206	0·97	*Nil*
Mysore	3′ 3⅜″	30	80·0	147	81·6	12·2	374	41·7	3·20
	2′ 6″	12	41·6	26	*Nil*	*Nil*	85	*Nil*	*Nil*
	2′ 0″	6	*Nil*	4	*Nil*	*Nil*	44	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	52	*Nil*	*Nil*	229	*Nil*	*Nil*
Total ..	..	383	46·2	1,572	40·1	14·4	7,364	14·4	14·9
GRAND TOTAL ..	..	9,403	90·2	26,228	88·2	4·00	232,752	56·3	17·4

DIX E.

and lower class carriages provided with latrine accommodation on the 31st March 1928.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each case.			
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total
11	12	13	14	15	16	17	18	19	20	21
570	12·2	84·5	*Nil*	224	107	331	*Nil*	97·8	100·0	98·5
1,282	*Nil*	100·0	59	402	69	530	100·0	40·7	100·0	47·5
902	52·9	47·1	65	412	110	587	100·0	83·4	79·7	84·2
372	69·9	23·4	11	169	41	221	100·0	79·7	52·6	73·4
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
701	27·0	78·2	*Nil*	312	114	426	*Nil*	81·2	76·5	79·9
1,540	*Nil*	100·0	*Nil*	828	191	1,019	*Nil*	79·1	92·3	81·3
57	*Nil*	33·3	*Nil*	25	14	39	*Nil*	62·5	100·0	72·2
1,033	*Nil*	71·6	*Nil*	561	198	759	*Nil*	90·8	86·5	89·5
653	1·38	98·3	14	172	168	354	87·5	76·4	66·9	72·0
772	19·2	80·7	31	353	176	560	100·0	99·4	99·4	99·5
68	*Nil*	*Nil*	*Nil*	1	*Nil*	1	*Nil*	2·56	*Nil*	1·79
2,947	26·0	73·2	183	1,172	678	2,033	100·0	89·5	92·9	91·5
1,647	41·6	58·4	3	772	257	1,032	100·0	88·6	70·8	83·4
45	97·8	2·22	*Nil*	26	18	44	*Nil*	100·0	100·0	100·0
253	*Nil*	100·0	13	101	82	196	100·0	100·0	100·0	100·0
5	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
771	44·8	55·1	1	328	183	512	100·0	85·6	88·8	86·8
1,015	63·5	36·4	*Nil*	520	255	775	*Nil*	97·0	82·8	91·8
110	52·7	47·3	*Nil*	45	13	58	*Nil*	100·0	86·7	96·7
167	88·0	12·0	*Nil*	84	22	106	*Nil*	96·6	88·0	94·6
2,854	31·7	67·6	100	1,225	812	2,137	100·0	100·0	100·0	100·0
258	*Nil*	60·5	8	92	41	141	88·8	63·9	80·4	69·1
12	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
259	*Nil*	93·0	3	75	40	118	100·0	49·0	100·0	61·1
257	*Nil*	90·7	*Nil*	96	94	190	*Nil*	100·0	100·0	100·0
1,230	*Nil*	88·8	*Nil*	527	120	647	*Nil*	75·5	35·2	62·3
35	*Nil*	100·0	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6
19,815	24·0	72·2	491	8,530	3,819	12,840	99·0	82·5	84·1	83·5
104	*Nil*	100·0	*Nil*	11	*Nil*	11	*Nil*	14·9	*Nil*	13·9
58	*Nil*	100·0	3	14	9	26	100·0	48·3	100·0	63·4
123	*Nil*	93·5	*Nil*	70	4	74	*Nil*	85·4	57·1	83·1
128	*Nil*	100·0	4	77	13	94	100·0	100·0	100·0	100·0
110	4·55	72·7	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
52	*Nil*	94·2	12	23	12	47	100·0	100·0	100·0	100·0
141	*Nil*	66·6	*Nil*	54	27	81	*Nil*	48·2	100·0	58·3
88	*Nil*	100·0	*Nil*	53	3	56	*Nil*	96·4	60·0	93·3
150	*Nil*	92·0	*Nil*	7	6	13	*Nil*	6·67	37·5	9·92
54	*Nil*	100·0	*Nil*	30	1	31	*Nil*	75·0	100·0	75·6
83	*Nil*	88·0	*Nil*	29	4	33	*Nil*	85·3	40·0	75·0
89	*Nil*	100·0	*Nil*	53	9	62	*Nil*	100·0	100·0	100·0
127	22·0	74·0	*Nil*	72	12	84	*Nil*	86·7	100·0	88·4
26	*Nil*	100·0	*Nil*	19	5	24	*Nil*	100·0	100·0	100·0
4	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
52	*Nil*	100·0	3	11	2	16	100·0	25·6	100·0	33·3
1,389	2·38	89·4	22	523	107	652	68·8	59·8	67·3	61·2
21,204	22·5	73·3	513	9,053	3,926	13,492	97·2	80·7	83·5	82·1

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1927-28.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Average cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	40,247	76,290	4,853	1,21,390	102·4	0·03
Bengal and North-Western	15,809	74,094	477	90,380	43·5	0·01
Bengal-Nagpur	77,291	3,76,484	28,335	4,82,110	155·8	0·04
Bombay, Baroda and Central India	2,04,798	6,65,769	18,953	8,89,520	233·0	0·05
Burma	1,35,415	69,591	5,024	2,10,030	111·0	0·03
Eastern Bengal	5,223	2,68,269	4,557	2,78,049	159·8	0·03
East Indian	*Nil*	8,56,767	41,397	8,98,164	224·8	0·03
Great Indian Peninsula	19,124	4,27,491	†	4,46,615	121·9	0·02
Jodhpur	*Nil*	18,826	2,718	21,544	24·8	0·01
Madras and Southern Mahratta	2,06,014	2,21,319	16,001	4,43,334	144·7	0·03
Nizam's Guaranteed State	1,70,326	*	16,176	1,86,502	177·6	0·07
North Western	11,242	9,18,308	11,928	9,41,478	144·5	0·04
Rohilkund and Kumaon	10,000	20,080	†	30,080	52·7	0·02
South Indian	1,65,496	1,19,284	5,622	2,90,402	140·4	0·03
Total	10,60,985	41,12,572	1,56,041	53,29,598	166·4	0·03
Class II.						
Barsi Light	2,500	5,396	423	8,319	66·0	0·02
Bengal Dooars	*Nil*	5,423	123	5,546	35·5	0·01
Bhavnagar State	25,516	11,186	†	36,702	123·4	0·05
Bikaner State	5,000	7,199	140	12,339	17·6	0·01
Darjeeling Himalayan	1,441	*Nil*	*Nil*	1,441	9·84	0·00
Dibru Sadiya	*Nil*	5,597	..	5,597	65·1	0·02
Gaekwar's Baroda State	*Nil*	14,160	393	14,553	42·6	0·02
Gondal	26,422	7,847	5	34,274	180·7	0·07
Howrah Amta	1,720	1,625	*Nil*	3,345	76·2	0·01
Jamnagar and Dwarka	2,506	3,117	56	5,679	36·2	0·02
Junagad State	12,141	1,976	*Nil*	14,117	95·3	0·05
Morvi	8,304	1,312	*Nil*	9,616	94·0	0·03
Mysore‡	7,210	11,121	†	18,331	43·2	0·02
Shahdara (Delhi)-Saharanpur Light	*Nil*	5,520	453	5,973	64·6	0·04
Total	92,760	81,479	1,593	1,75,832	59·5	0·03
Class III Total	16,500	6,260	13	22,773	19·4	0·01
Grand Total	11,70,245	42,00,311	1,57,647	55,28,203	152·9	0·03

* Included in column 2. † Included under watchmen. ‡ Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.

APPENDIX G.

(Cost of work done in Railway Workshops and of engineering works carried out "in Situ" during 1927-28 (in thousands of rupees).

Cost of work done in Railway Workshops and of engineering works

Note.—Columns headed A indicate cost of fabrication and manufacture of stores imported direct and of imported stores purchased in India.
B indicate cost of fabrication and manufacture of stores of Indian manufacture or of indigenous origin.
C indicate cost of engineering works carried out "in situ".

Items.	A. B.			§B. & N. W.			B. N.§			B. B. & C. I.			Burma.			E. B.		
	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.
1. Construction of Locomotives.	28	..	..	24	..	..	6	26,82	..	8,09	1,76	..	18,42	17	..	56	99	..
2. Construction of Boilers.	..	..	..	..	..	..	..	5	..	87	..	..	..	..	..	5	9	..
3. Construction of coaching stock, including underframes.	3,71	..	..	63	14	..	5,70	16,70	..	4,29	..	..	5701	12	..	2,92	3,00	..
4. Construction of goods stock including underframes.	6	..	..	60	..	..	1,23	23,12	..	2,75	..	..				25	26	..
5. Construction of spare parts of locomotives.	..	4,19	..	1,89	..	..	..	13,04	..	27,14	..	..	..	..	..	2,41	..	..
6. Construction of spare parts of coaching and goods stock.	..	6,12	..	2,24	..	..	..	7,70	..	14,35	..	..	..	..	..	11,35	..	..
7. Construction of other stores.	..	2,08	..	31	..	..	1,04	9,23	..	3	6,10	..	..	..	..	5,99	..	..
8. Work done for other departments, i.e., departments other than that supervising the work shops.	..	2,23	..	2,98	..	..	..	13,28	..	13,45	21	..	3,59	1,86	..	13,67	62	..
9. Engineer's plant .	40	..	..	..	..	..	26	2	..	3,65	..	..	..	12	..	..	..	..
10. Permanent way .	3,10	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	49	..
11. Bridge work .	..	..	5,61	..	..	53	30	4	2,61	..	..	7,08	..	5	5	..	..	1,58
12. Structural or other engineering works.	66,00	..	21,04	..	..	6,06	16	33	8,35	1,94	51	14,34	..	..	..	..	1,72	51,97
Total .	73,55	14,62	26,65	8,89	14	6,59	(a) 8,75	(b) 1,10,33	11,46	76,56	8,58	7,76	79,02	2,39	5	37,20	7,17	53,55

(a) Includes Rs. 8,000 being the cost of coal, timber and other stores already included in the statement of value of stores purchased.
(b) Includes Rs. 9,72,000 being the cost of coal, timber and other stores already included in the statement of value of stores purchased.
* Not available.
§ Includes figures of the C. I. C. Railway.

DIX G.

carried out " in situ " during 1927-28 (in thousands of rupees).

E. I.§			G. I. P.			M. & S. M.			N. W.			R. & K.			S. I.			Total.		
A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.*	C.	A.	B.	C.	A.	B.	C
1,96	..	..	61	..	..	13	..	..	57	..	..	..	..	..	1,12	..	..	32,04	29,74	..
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	94	14	..
8,38	..	..	8,03	..	..	92	2,83	..	5,95	60	..	12	..	..	3,46	55	..	44,41	23,82	..
80	..	..	5	..	..	44	2	..	3,50	10	..	1	..	..	1,03	91	..	‡ 67,73	‡ 24,53	..
2,16	..	..	..	9,62	..	5,89	20	..	1,42	..	..	2	..	..	..	1,50	..	40,93	28,55	..
54	3,24	..	..	6,81	..	2,99	10	..	..	3,81	..	3	..	..	..	89	..	31,50	28,67	..
2,87	57	..	50	16	..	77	..	..	67	..	..	..	..	..	7,13	23,92	..	19,31	42,06	..
21,29	41,80	..	23	5,56	..	18,50	6	..	9,75	..	..	26	..	..	..	4,40	..	83,72	70,02	..
..	1,23	..	..	70	..	5,59	3	..	..	92	..	5	..	..	..	10	..	9,95	3,12	..
..	24,98	..	2,60	1	..	1,99	68	..	..	13,23	..	3	..	..	..	80	..	7,72	40,26	..
..	1,22	19,41	..	..	60	60	2	1,86	8,57	7	9,07	1	..	50	..	20	41,37	9,48	1,60	76,1
..	4,05	43,70	..	1,19	6,48	13,64	1,83	86,78	..	12,30	63,99	1	..	99	..	1,01	1,29,70	81,75	22,94	4,34,
38,32	77,09	63,11	12,02	24,05	7,08	51,46	5,77	88,64	30,43	31,03	73,06	54	..	1,49	12,74	34,28	1,71,07	4,29,48	3,15,45	5,10,

‡ Includes figures for Item 3 of Burma Railway.

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